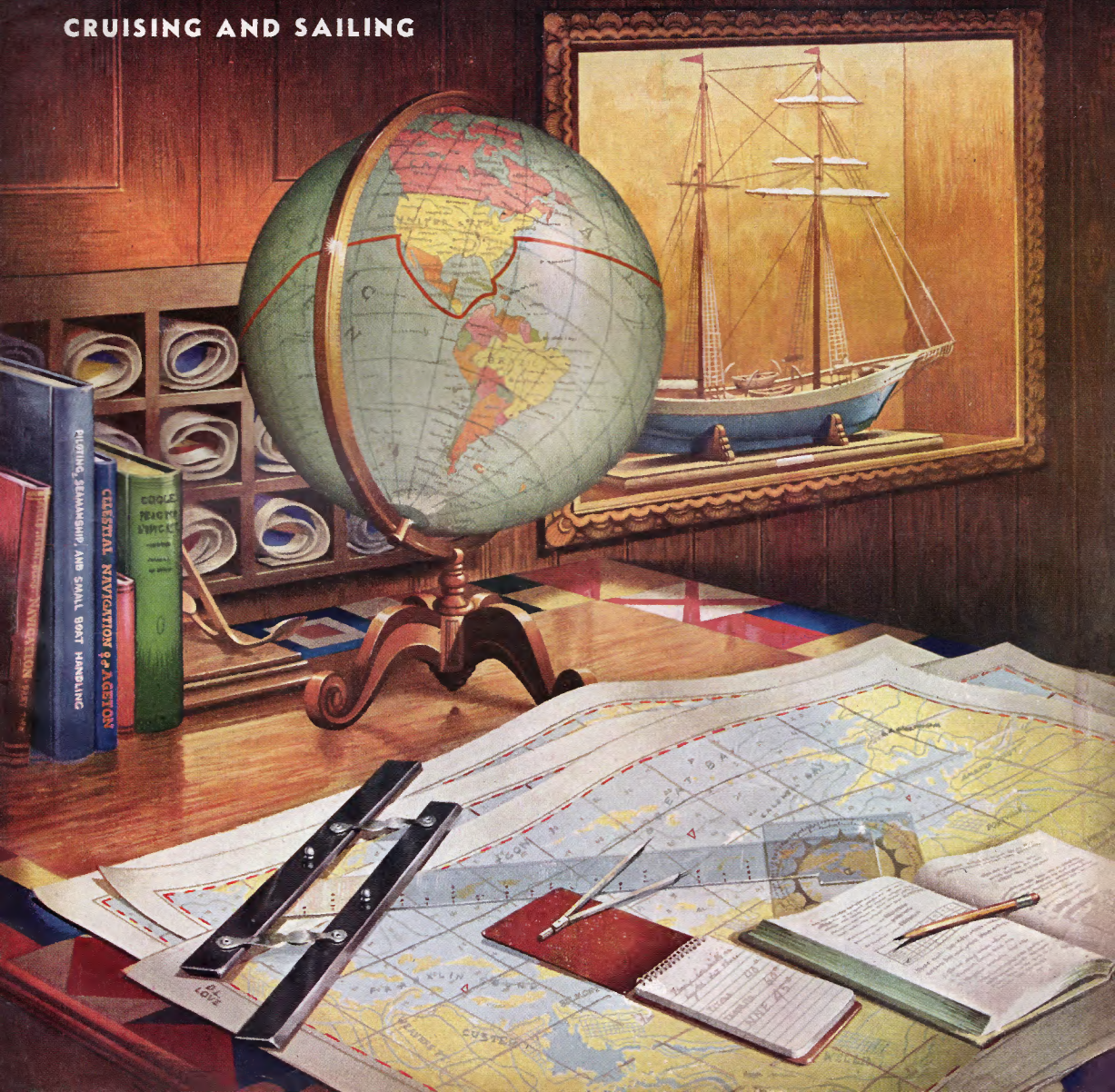


The Yachtsmen's Magazine

December
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MOTOR BOATING

CRUISING AND SAILING



1951 SHEPHERD 18' V-Drive Convertible Runabout speeds along up to 35 mph, seats six and offers outstanding design, style and workmanship. Features include new tufflex windshield, clipper bow, divided front seats, gas and shift throttle

on the steering column. Powered with Chrysler 125 h.p. V-Drive 1.42:1 reduction gear engine, this new Shepherd has plenty of zip. *For years Shepherd has used and recommended Texaco Marine Motor Oil.*



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LEADING BOAT
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BUILDERS
USE AND
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MOTOR OIL**

**THERE'S *ZIP* IN THE
ENGINE
that's powered and lubricated
with TEXACO**

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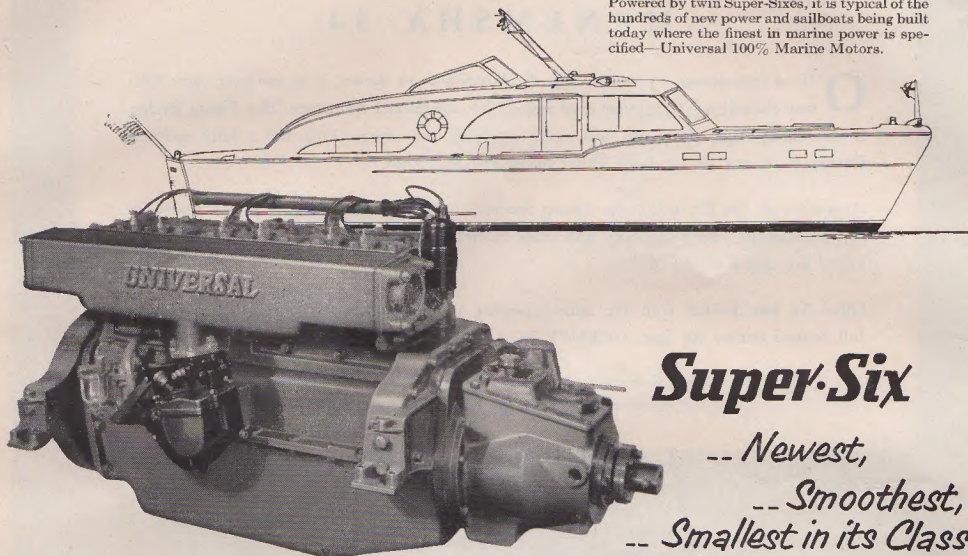
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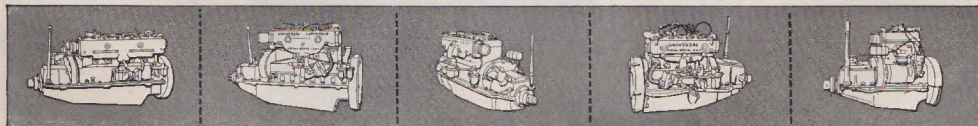
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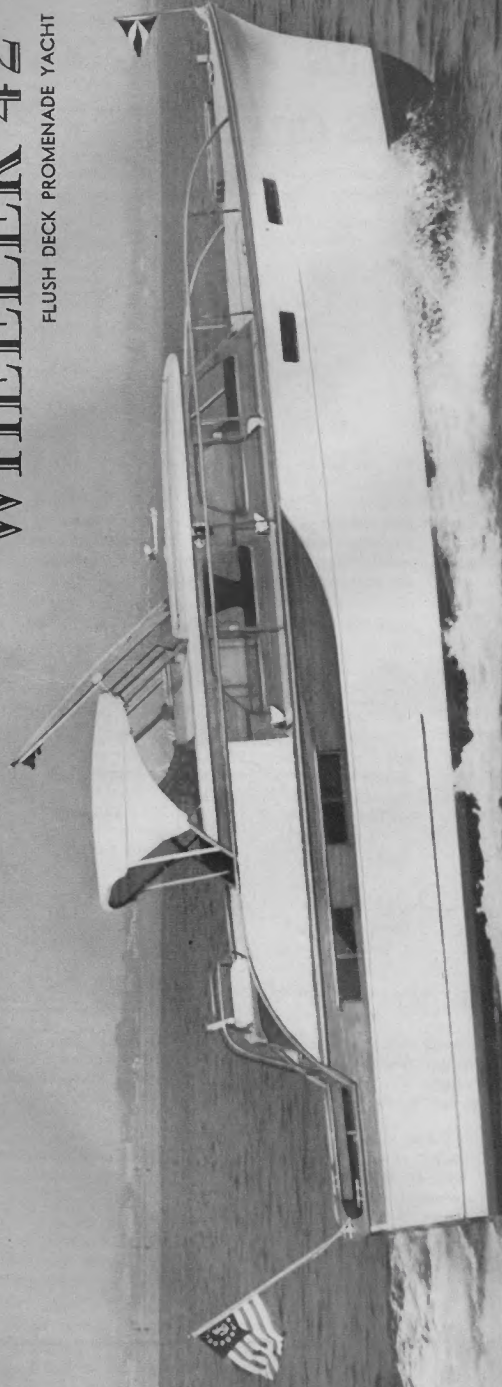
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*a float for your
leisurely inspection*

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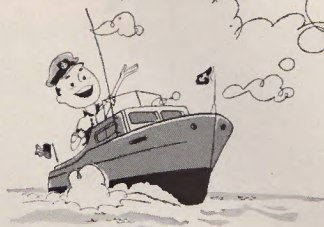
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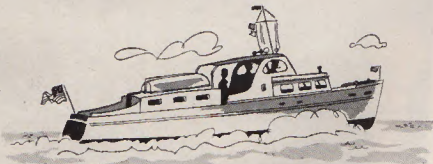
Some Mid-winter thoughts on next season's cruising...



She's shipshape now! All laid up in storage, safe and sound. No need to worry about rust, corrosion or moisture in the engine. GULF NO-RUST ENGINE OIL in the crankcase is taking care of that. Keeps it lubricated properly, too. I could start her tomorrow for a tune-up and she'd purr like a kitten!



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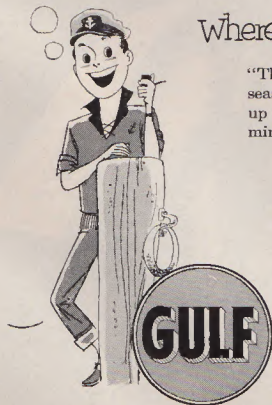


Yes, sir! One fine day, it's going to be a Diesel for me—about a 60-footer. Gulf's got the perfect fuel for it, too—GULF DIESELECT. Starts pronto. Burns smoothly—as pure as can be. Free of suspended solids. And *plenty powerful!*



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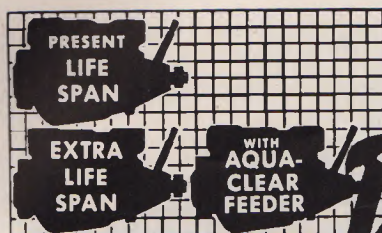
GULF MARINE WHITE GASOLINE — Specially processed from straight-run stocks. Will not form gum, even when stored in copper tanks for months. Finest marine fuel afloat.



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WILL
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The AQUA-CLEAR Feeder has proved its superiority under every extreme of climate and service from Alaska to Chile, Nova Scotia to Venezuela . . . in the icy waters of the arctic and the warm seas of the tropics.

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You don't have to haul your boat or cut any holes through the hull. Just shut your engine off long enough to connect the feeder between the seacock and water pump.

Here TRY THIS

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The OWENS "30" EXPRESS—*an Ideal Cruiser*

Be the proud owner of this new all mahogany beauty. The only 30 footer that sleeps six—built by popular demand. Yours will be the pride of command and the thrill of ownership when you handle her from the Flying Bridge Controls or relax in the spacious one level cockpit. You'll be amazed how really fast and maneuverable she is. On river, lake or open sea, her high freeboard and screened cockpit make her an able sea boat in the roughest of weather. Here is an investment you'll never regret in fun, health, and pleasure.

The Owens "30" features a large cockpit with boarding ladder and trim white rail curtains; smartly raked mast; flying bridge with dual controls; and broad canvas covered forward sun deck with handy grip rails. The spacious quarters below will comfortably cruise six in *two-cabin privacy* with luxurious roomy inner spring mat-

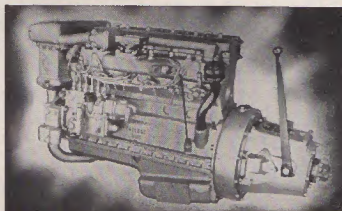
tresses and wide aisles. The light airy screened cabin with venetian blinds, includes a beautiful dinette; full headroom lavatory; large galley; glassware shelves; 10 cubic foot icebox; and full length clothes locker. Her equipment is most complete with panelled mahogany interiors. Twin screw opposite rotation, 118 h.p. Flagship Marine Engines give her extremely fast speeds. Engine instruments include additional electric gas gauge and engine hour indicator. Monel gas tanks are standard equipment. The Owens "30" is more ruggedly built than ever before with double planked bottom; heavy seam battened side planking and EverDur hull fastenings.

Step aboard and see for yourself the many outstanding features that make OWENS the leader in L—S—V . . . *Livability Seaworthiness Value.*

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1952 literature and photos now available.

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TRADE MARK REGISTERED IN U. S. PATENT OFFICE

Volume 88

Number 6

572 MADISON AVENUE, NEW YORK 22, N. Y.

★ ★ ★ ★ ★ The Yachtsmen's Magazine ★ ★ ★ ★ ★

CHARLES F. CHAPMAN *Editor*, RICHARD E. BERLIN *President*, GEORGE RUPPRECHT *Art Editor*

December 1951

DON'T MISS THE SHOW ISSUE

The 42nd Annual National Motor Boat Show, according to the National Association of Engine and Boat Manufacturers, which sponsors the exhibition, is to be held in Grand Central Palace this year from January 11 to January 19.

Whether or not you are able to attend this great annual event, you cannot afford to miss the next issue of MOTOR BOATING—the big special Annual Show Issue, out January 1. If you are a show-goer, it will provide a preview of all leading lines of new boats, engines and accessories you'll want to inspect at the Palace. If you can't get to the New York Show, MOTOR BOATING still gives you a Show—in type... a show you will keep for reference all year through.

A survey of what the entire industry is presenting for 1952—with descriptions and illustrations of new models of boats of all kinds, inboard engines and outboard motors, and all the exciting new items of equipment developed for the betterment of boating, not to mention the complete specification tables of both boats and engines—this triple-sized issue is also packed with scores of other interesting and informative feature articles.

To be sure you don't miss this great Annual—it's invariably a sell-out—better subscribe at once. The \$1.00 Show Issue is included in the subscription at no increase in the regular rate of \$3.50 for the twelve monthly issues, which sell separately on the newsstand at \$5.40.

| | |
|---|-------|
| DANE LOVE | Cover |
| THE OUTBOARDING JAMBOREE | 9 |
| AT THE CHANGE OF THE WATCH | 10 |
| SAIL IN '50 | 12 |
| NEW BOATS FROM BOTH COASTS | 15 |
| MY FIRST DAY OF DINGHY RACING | 16 |
| WOMAN'S WAYS ON A WINDJAMMER | 18 |
| ON THE MISSISSIPPI | 20 |
| TOUGH GUY AT SEA | 21 |
| WINDJAMMING FOR SEA ELEPHANTS | 22 |
| MODELS AND MATERIALS | 24 |
| INTEREST GROWS IN PREDICTED LOG RACING | 26 |
| PRACTICAL PRINCIPLES OF RUDDER DESIGN | 28 |
| SMALL BOAT BUILDING | 30 |
| LITTLE SKIPPER | 33 |
| HOW TO REPAIR DAMAGED PLANKS | 34 |
| C. G. JUNIOR—AN ABLE OUTBOARD MOTOR SKIFF | 36 |
| WHAT'S NEW | 40 |
| GIFTS FOR THE SKIPPER AND CREW | 42 |
| WITH THE U.S.P.S. | 44 |
| CHESAPEAKE CHATTER | 46 |
| WITH THE OUTBOARDERS | 48 |
| SOUTHWARD HO | 50 |
| WESTWARD HO | 52 |
| NORTH FLORIDA NOTES | 54 |
| ALONG THE HORIZON | 60 |
| WITH THE WINDJAMMERS | 62 |
| DOWN EAST | 70 |
| NAUTICAL NOVELTIES | 72 |
| PLYWOOD OR NO PLYWOOD | 74 |
| SHIP IN SEARCH OF A NAME | 76 |
| CHARTS TO SHOW AERO RADIO DATA | 78 |
| STORAGE BATTERY MAINTENANCE AFLOAT | 80 |
| LATITUDE 86° 30' | 82 |
| MAN OVERBOARD PROCEDURE | 85 |
| KNOWLEDGE OF ATOMIC BOMB'S TRUE DANGERS | 86 |
| ADVERTISING INDEX | 126 |

★ ★ ★ ★ ★ Cruising and Sailing ★ ★ ★ ★ ★

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THE OUTBOARDING JAMBOREE

By SARAH B. ANDERSON

TIME was when one went to a boat race expecting to see, or at least a reasonable facsimile of, just that. But time of course marches on and now the delight, if one might in a broad sense term it that, lies in the element of surprise. That "anything can happen," crowd-stirring phrase has become indeed an actuality. It was enlightening also to note that we Georgians are not the only ones who contemplate lynching.

There has always been something of the county fair or carnival-like atmosphere prevalent, particularly at the Nationals where it is fascinating to watch drivers from all over the country and note their reaction to that particular section and course. Each has his collection of tales to relate and you can almost imagine that they've been saving them just for this occasion. As any driver knows, except for the last Nationals, the greatest speeds by far have been those attained in the pits and few are those who believe anything the others tell him. His first National will be his baptismal and from then on out he too has his tongue in his cheek. This play of the imagination is one of the things they enjoy most and woe to the man who lacks a sense of humor.

The numerous concession stands and boys milling through the crowd selling ice cream sandwiches, soda pops and hot dogs lent added color to the already carnival-like spirit. I was thoroughly amused by a remark of one of the old timers to the effect that the races had gone to hades when all anybody offered you was a soda pop or an ice cream sandwich. Another standing nearby took quite a bit of joshing about some of his past performances and laughingly admitted that he'd been "in his cups" for ten years. He added with a bit of pride though that he hadn't touched a drop in three years. This same sense of humor will serve him in good stead.

Now I know there are those who find what is known as the vernacular of the pits a trifle disconcerting, if nothing more. The first answer to this is that you can always leave but as I've watched some of these drivers plagued and beset by one difficulty after another, I've rather found that in a great many instances they voiced my sentiment. We humans are basically a great deal alike but some of us possess a veneer of culture which causes us to label as shocking or dis-

reputable any remark not of the drawing room variety. I've often wondered if this more or less were not due to the fear that others might consider us unlady-like. If that be true I've got news, it is not of this that ladies are born and some of the most revolting expressions I've ever heard have come from those who are usually most horrified. It is my contention that we all react pretty much in the same manner if sufficiently provoked. This by no means reads that I go on record as favoring open house in regard to the profanities but it does mean that motivation is the important thing in all of our actions and I rather think you'll know when insult is intended.

Factory on Wheels

As I wandered around absorbing the warmth which came in large measure from the varied hues of the boats, I ran into what at first sight appeared to be the old calliope but which in fact was the factory on wheels of one of the leading motor manufacturers. Although it wasn't set to music the chant was much the same and I think they're missing a good bet in not providing the organ because people are notoriously suckers for a lively tune. Even the announcer got into the act by commenting in what he no doubt considered a most subtle manner that the "blank blank" combination was a hard one to beat. I grant that he had a winning combination but in those particular races the law of averages was definitely on his side.

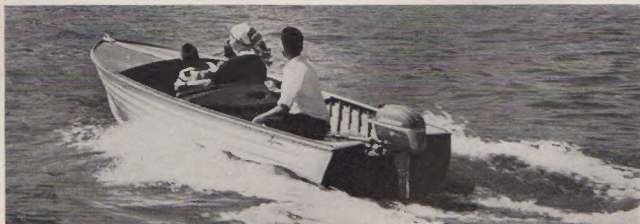
Certainly it is understandable that the manufacturers are eager to witness the performances of their equipment against that of others but I will never think it a good idea that they act in any official capacity or that it is a good idea for them to be on the officials' stand. Com-

mon sense should be enough to explain the reasons for this and it should be remembered that this above all is supposed to be a driver's regatta and not an advertising jamboree.

From the remarks of the drivers, particularly in SU, they are injuring their own cause in that a great many seemed to feel that they had to compete not only with each other but the manufacturer and his fair headed boys. As to the validity of the ground for this belief, I'm not in a position to comment but the fact that the feeling is there should be a red light. It isn't fair to them and it isn't fair to those whom they've classified as the favored ones.

If these men are injuring the sport it is indeed an unconscious act but I don't know that I think this holds true with some of the officials who apparently feel that it is fruitful ground for their frustrated ambitions. It isn't enough that you've won your race. You must in some cases be a master diplomat incurring the enmity of none. It is true that we are not always able to control or account for many of our likes and dislikes but when any individual finds himself unable to render an impartial decision, then for the sake of all that is decent and sportsmanlike, he should refrain from expressing himself at all. What part have personality feuds in determining a championship?

Give the races back to the drivers. This sport belongs to those who love it and not to a few master chessmen in the pitting of personalities against each other. It is tragedy within itself that we must face a world which seems so chaotic in mood, so purposeless in endeavor, without having offshoots of just thinking interrupting that which we call recreation.



A 10 h.p. Johnson drives this 13-foot Lyman at a smart clip



Aboard the **SERENO** you'll see a **RADIOMARINE**® Radiotelephone

The 70-foot, twin diesel yacht **SERENO** owned by L. M. MILLER of Wichita, Kansas and Miami beach, Florida, was built by the Burger Boat Company, Manitowoc, Wisconsin. Aboard the "Sereno" you'll see a Radiomarine Radiotelephone, Model ET-8037, installed in the pilothouse.

Here is another typical example of



RADIOMARINE **Model ET-8037**

30 watts, 6 crystal-controlled channels.
Operates from either 12, 32, 115 volts d-c or
115 volts a-c power supply.

Far pleasure craft, sport fishermen, sport cruisers,
trawlers, tugs and small coastwise vessels.

the preference of the owner and the builder for Radiomarine equipment. No matter where the "Sereno" cruises, those aboard can enjoy the convenience of reliable 2-way communication between yacht-to-shore, yacht-to-ship and yacht-to-Coast Guard.

The same precision engineering that is built into Radiomarine radar, loran, direction finder, radio-telegraph and radiotelephone equipment for America's merchant ships also goes into equipment built by Radiomarine for pleasure craft. Dependable performance, simplicity of operation put Radiomarine out in front. You'll find Radiomarine the first choice of owners and builders of all types of vessels from luxury liners to pleasure boats.

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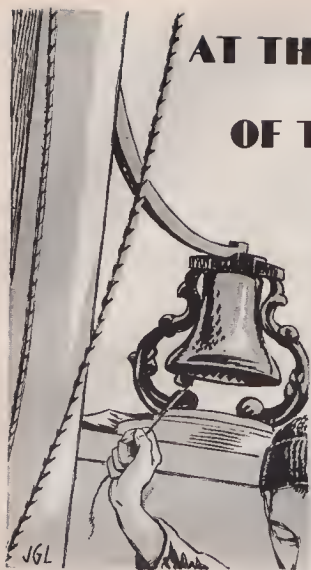
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AT THE CHANGE OF THE WATCH

By JIMMY SQUAREFOOT

Dear Santa:

In the toe of my stocking I'd like to find a small card inscribed with the words, "This ticket will entitle the bearer to one yacht."

I'm not at all sure I deserve a new boat, but that doesn't keep me from wanting one. I'd like it to be a little different from those I have owned in the past. My ideas are not radically different than they were many years ago when I dreamed about that first one, but I have changed during the years, at least to the extent that I no longer expect perfection where perfection cannot exist.

Our designers are of proved excellence but they are still forced to ask each prospective customer what it is he most wants in a boat. Does he wish to travel at maximum speed at the expense of comfort? Does he prefer to own a boat that will impress the Joneses and the Smiths and everyone else in the club, too? Would he enjoy the knowledge that his boat could "take it" and in addition bring him back to port without broken legs and heads? Would he like the economy of a single screw or the maneuverability of a twin installation? All these questions and many more would a designer ask a new customer. From the beginning of time a man's boat has been a compromise, and as far as anyone can tell at this moment, it always will be.

It's asking a lot, I know, dear Santa, but please don't make my new boat too small. Prices are terrific, I'll grant you,

and for that reason alone I'll crowd myself into the smallest space imaginable. But I'm no longer nineteen years old. I have to get a certain amount of sleep each night, preferably on a bunk wide enough to permit sprawling and soft enough to induce complete relaxation, or the following day is too full of rough spots.

Yes, I *could* endure sitting headroom and accustom myself to a cedar bucket. I tell friends I like to rough it—to a certain degree. But with each passing year I sadly note that the degree becomes smaller and smaller. So this new boat I'm to get with my ticket must have a few built-in comforts.

About one thing there must be no misunderstanding. I'm not expecting you to give me this new boat, Christmas or no. I want to have paid for it with my own, honestly earned dollars. There must be no taint of deals or favors repaid as I take possession. In many an average mind anymore yachts seem to get classed with fur coats and jewels and deep freezes and television sets, because the kind of easy money that will buy the latter will buy the former, too. I would be afraid to own a boat that became mine because of some shadiness along the line, not mind you, because I am superstitious, but mostly because the sea has the means of uncovering hidden defects. I'd be afraid the weakness within me that had made me value things more than honor would trip me up once I had sailed out past the harbor headlands.

Many writers, particularly those noted for their wisdom and perception, are complaining that honor in modern man is becoming conspicuous by its absence. A few of the more cynical have reached the conclusion that human integrity has wholly disappeared. I would not go so far as to agree with the cynics, but I will admit we think it's smart nowadays to get away with something, regardless of what we mean by "something." We could say it all started back in prohibition days when a strident minority forced their viewpoint on the rest of us—but that would get us started on an extremely long discussion. It would make our blood pressure rise, too, and *that* should be avoided at all costs.

What I'm trying to say is that we boatmen, having within us that constant urge to step aboard and get out where the blue of the sea and the blue of the sky meet away off there in the distance,

are better able to adjust ourselves to the conflicts and disappointments of modern life. But because we can get away from it, practically forgetting that the world exists, we can also become so calloused to what is going on about us that it is possible that we'll be terribly surprised one day to find that the little, vicious men who are ever striving for a headlock on our economy have finally attained their goal and have destroyed the freedom we say we value so much.

When I step aboard I am tickled pink that I can sail away from the news. In my opinion one of the nicest phases of boating is that a man can completely forget who he had been when chained to the land, and once he has broken away can forget his daily world. It is a mighty pleasant feeling, when the distance offshore is great enough that nothing is visible but sky and water, to pretend there is no modern world. Yet this wish for magic carpet voyaging could someday be our downfall. We could return to port after some longer than normal cruise and find that what we had pretended had actually come to pass.

I am told that children no longer believe in you, Santa, that it is not considered good training for the little tots to be deceived. Seems like their parents, assuming you can figure out who *are* their parents after so much divorce and more marriage and more divorce, think they are better for being turned loose on the streets at as early an age as possible, this giving the parents more time to decide who they'd like to marry next and also giving the kiddies a well-rounded schooling in what's what these days. All this I find rather sad. The solid, down-to-death values that went with believing in Santa look mighty good when compared with the will-of-the-wisps we pursue now. But then, I'm probably old-fashioned. I still have a hankering for lamps swinging in gimbals and heavy-duty slow speed motors that chug-chugged so soothingly during a long calm spell, and plain, substantial fittings and even, of all things, mast hoops and topsails and boom-gallows.

I'm hoping my new boat will have bookshelves already built in, but if it doesn't this will be one of the first alterations I will make. This year has produced some of the best sea yarns of all time, so I'll want a place to keep them handy for a chill, foggy day. In case you are racking your brain as to what to deliver to some other boatmen, I'd suggest the following books. They're really tops. Kon-Tiki, by Heyerdahl; The Sea Around Us, by Carson; The Caine Mutiny, by Wouk; and The Cruel Sea, by Monsarrat.

I guess that's about all, Santa. I'm working on a new formula for a Christmas punch. If it turns out well I'll leave some by the fireplace Christmas Eve.

Yours truly,

Jimmy Squarefoot



EVERY SINGLE WINNER

IN THE 1951 NATIONAL OUTBOARD CHAMPIONSHIPS POUNDED HOME FIRST WITH **CHAMPION** SPARK PLUGS

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SAIL IN '50

By GILES M. S. TOD



The turn of the mid-century marks the close of an era of wind ships



Photograph by Lars Gronstrand

The old Lawhill is laid up at Lorenzo Marques. She was one of the few vessels whose topgallant masts were fitted abaft her topmasts

PART ONE

THE year 1950 saw the close of the Cape Horn windjammer era. With the exception of five years during the recent war, square-riggers had annually rounded Cape Stiff for well over a century and more with never a miss through the years. There were the early Salem packets, followed by the California-bound clippers and Down Easters, the Limey iron and steel queens, the New Zealand wool ships, the German nitrate carriers, and lastly the Aussie grain ships. In 1949 the big four-mast barks Passat and Pamir had taken the long, stormy road through the raging west winds; in 1950 not a single vessel of this class went deep-water. Perhaps in South American waters the four-mast bark Omega and the three-masters Tellus and Maipo were active, but if so, only in the local guano trade, not going "foreign" at all. The days of the large windship carriers had come to a close.

The powerful Passat spent the entire year at a wharf in Penarth, Wales. In April, when her sister Pamir was towed to Barry from Penarth, there was quite a stir in the newspapers as the stevedores refused to board the ship to un-

load her 1949 cargo of 4200 tons of barley; they claimed the vessel was infested with giant rats. After fumigation, 8000 dead rats were counted. As soon as the Pamir was empty, she returned to Penarth.

Since there was no work for his vessels, Captain Edgar Erikson put them on the market. At first it was stated that he was not interested in demolition, but in November an announcement was made that both vessels had been sold to a Belgian shipbreaker. However, at the end of the year they were still in Wales with the sale still pending.

Another of the Erikson fleet, the lovely Viking, was laid up at Antwerp until the end of May at which time she was towed to Rotterdam to take part in a summer harbor exhibition there. The show largely concerned the port and its shipbuilding industries with sections devoted to salvage and dredging companies. The tall bark was a great attraction to the thousands of visitors who flocked down to see one of the last Cape Horners. Late in the year, when it seemed likely that the breakers would get her also, word came from Sweden that a group in Gothenburg was preparing to purchase the vessel for use as an annex to the local museum, a clubhouse for ship-lovers, and a school for cadets. The upkeep of the vessel would be maintained by the students.

The fourth and final sailer of the Erikson fleet, the Pommern, remained laid up at her home port, Mariehamn in the Aland Islands of Finland. There is little likelihood of her ever sailing again, but she may be preserved as a relic, perhaps fitted out as a youth hostel. She has not been under sail since the last grain race prior to the recent war.

The four-mast bark Lawhill, formerly part of the Erikson fleet but seized during the war by South Africa, was at Lourenco Marques throughout 1950. During February the South African Government declared that the son of the late Captain Gustaf Erikson would receive £1775 sterling, the full proceeds of the sale of the bark by the Government; the money would have to be spent in South Africa.

In the early spring the Lawhill dragged her anchors during a squally spell, and she was rather badly damaged upon grounding. For many years her hull has been so

badly pitted that it is indeed remarkable she has lasted so long. Her rig incidentally, was a bit unorthodox as her topgallant masts were fitted abaft her topmasts which were in one piece with the lower masts.

In spite of the fact the larger carriers were no longer at sea, the sailing ship had by no means disappeared. The Portuguese, throughout history a great seafaring race, still flew their national colors from the gaffs of a sizeable fleet of ocean-going vessels. Their Grand Bank fleet consisted of 14 four-masted schooners, 17 three-masted schooners, and one barkentine. The latter was the *Gazela Primiero*, last of the fishermen to cross yards. Built in 1901, for a half-century she has fought the Atlantic gales. When she put into St. John's, Newfoundland, in June her 25-year-old skipper, Jose Leite, and his forty-man crew attracted considerable attention in the local newspapers which referred to their vessel "like a ghost out of the past." Although she is now powered, the *Gazela* still carries a full suit of canvas.

Perhaps the star of the fishing fleet is the lovely four-mast schooner *Argus*, launched in Holland in 1938. Almost 700 gross tons, and slightly more than 200 feet long, she is a magnificent fisherman with accommodations for eighty men. The actual work on the Banks is done from Gloucester-type dories of which she carries 59 nested on deck. During the past season, six months away from Lisbon, the well-known author-lecturer Alan Villiers was aboard the *Argus* in search of new material.

One of the most interesting vessels in the fleet was the *Milena* of Aveiro, a big hefty wooden four-master, not so handsome as many of her sisters but, from appearances, a good deal more powerful. Much of the credit of her present condition must lie, with her builders, the Bagdad Shipbuilding Company of Milton, Florida, where she was launched in 1918. About 700 gross tons, but a little shorter than *Argus*, the schooner was named *Burkland*. Her maiden voyage, starting a few weeks before the Armistice, took her to Cape Town with a huge cargo of dressed oak. In fact, she had too much of a deckload, and part had to be jettisoned right at the start. Her skipper was a Norwegian, the chief a Nova Scotian, the second an Estonian; her crew consisted of four A.B.s and a colored cook. A mate and two men were a watch!

The four-master had not been at sea long when it was discovered the fresh-water tanks were leaking so a course was set for Bermuda. She was almost there when a hurricane struck, and she was ten days recovering the lost ground. The *Burkland* took another 90 days from the island to Cape Town. From there she carried coal to Loanda, Portuguese West Africa. The vessel was then to load mahogany logs at Axim for Pensacola, but several persistent leaks made this impossible. When she could not locate a vacant dry-dock, she came back to the States empty, pumping all the way.

For a number of years the schooner was in the local coastwise trade, for the most part, trouble free. There was the time, however, in 1921 when bound to Boston from Turks Island with salt she ran into a mid-winter gale that stripped her of her canvas, and damaged the cargo. She crawled into Bermuda to lick her wounds. A number of years later the *Burkland* entered the Brava packet trade, running passengers between the Cape Verdes and New England ports. In 1934 she took all of 63 days to sail from Fall River to St. Vincent in the islands.

About a year later a report came to the States that the



Photograph by Lars Groustrand

The four-mast bark *Pommern*, one of the last of her class still afloat



Photograph by Jack Randall

The four-mast bark *Viking* may become a nautical museum in Gothenberg harbor



Photograph by Allan Villiers

The Portuguese fishing schooner *Milena* was built as the *Burkland* at Milton, Florida, in 1918. Here she is at St. John's in April 1950

Burkeland had been lost off Brava while returning from a trading trip to Italy with a general cargo. It told of the crew taking to their boats, rowing safely ashore. But the old schooner was far from done, for soon after this she appeared with the Portuguese fishing fleet, renamed Milena now. Probably the very last of the four-mast schooners built on the East Coast of the States to be still active under sail, she is apparently in good condition, and able. Her current season ended with her arrival at Leixoes on October 14 to lay up for the winter months.

Two other windships flying the Portuguese colors also deserve mention, the brigantine Madalan and the schooner Ernestina, both former Yankee craft now in the Brava packet trade. Now that the former vessel has changed her flag, and thus is clear of U. S. regulations, restrictions, and red-tape, she has replaced her propeller, but the engine is used only in calms and port; she still carries all her sail. Madalan made her annual voyage across the Atlantic to Providence, Rhode Island, arriving on July 23, 18 days out from St. Vincent with 38 passengers. On November 9 with 50 passengers aboard she set out on her return run, but hit a mudbank off the Riverside shore, remaining hard and fast for several hours. However, she was off again next day, and twenty days later was back in the islands.

Ernestina, formerly the late Captain Bob Bartlett's Effie M. Morrissey, still relies on her canvas alone, having no engines. On July 12 she came in from the open sea after 39 days under way with Captain Richard Azerado Pinheiro in command. Just before departure date in late October, the Captain died suddenly, and his place was taken by first mate Antonio Miguel Evora, a 38-year-old Cape Verdian. With a crew of eleven and seven passengers, a cargo of used clothing for the people of the island of Brava, and a 16-ton diesel engine for a vessel in the islands, the two-master was towed from her wharf to the Brenton Reef Lightship on October 30. She left behind on the pierhead a large gathering of members of the Church of the Nazarene who, led by their pastor, had participated in a religious service, a reading of the 91st Psalm, and the singing of hymns.

The Danes still have a great many small windships, nearly six-hundred listed, in local waters. Practically all have power, but at the same time, each is well canvased. These vessels are divided into three classes: the *skonnert*, a schooner type; the *galease*, a ketch; and the *jagt*, a cargo-carrying sloop. In addition, there is the four-masted auxiliary schooner *Svaerdfisken* which spends the summer months trading between Copenhagen and Greenland.

One of the better known galease is the *Capitana* which was originally built at Cowes, England, as a two-mast

schooner. In her earlier years she carried several names, *Xarifa*, *Radiant*, *L'Oiseau*, and *Georgette*; she became *Capitana* in 1939 when the Harvard Columbus Expedition took her over. Rigged as a three-mast barkentine, she retraced the courses that the explorer had taken in 1492. In 1940 the *Capitana* became a Brava packet, making one run to the islands. She was then sold to Iceland for the fish trade, and has been so active ever since.

One of the oldest Danish vessels still working is the 47-ton *jagt* Marie which first took to the water in 1812 at Troense; she was rebuilt in 1894. Another old-timer, the *jagt* Antoni, was launched at Ulboile in 1862. Some twenty of the larger vessels have been built in the last ten years.

Although there is work aplenty for the Danish sail-carrying vessels, they received a jolt during the recent year when it was announced that a motor ship was being built to carry cement from the works at Rørdal, near Aalborg, to Copenhagen. This trade had employed quite a fleet of auxiliaries, and it would mean their having to locate cargoes elsewhere.

There was little news of the French sailers during 1950. The 353-ton ex-barkentine Lieutenant Rene Guillou, almost the last of her type out of St. Malo, but with her yards removed, was ice-bound in late March off Newfoundland when two weeks out from France. The U. S. Coast Guard cutter *Acushnet* was dispatched to the rescue. The rugged three-master arrived back at St. Malo on September 21 with 350 tons of cod. On the homeward trip she ran into a severe gale off Ireland, damaging her rigging and dories. In July her sister vessel,

the Commandant Louis Richard was sold at auction. Both of these vessels were built in 1933.

A former French Grand Banker, the three-mast schooner *Armoricain*, launched in 1921, now hails from Canada. Early in the year she put into Horta, Azores, for engine and leak repairs while bound from Bordeaux towards St. Pierre, Miquelon, with a general cargo. She was on her way again in mid-March, but had to put back for still further repairs. On May 5 she made another start: she was back at Horta on the 8th to repair her pump. She finally made a good start on the 10th. In December she was again in trouble, this time loaded with a cargo of dynamite from Sorel, near Montreal, to the West Indies. She was off the Gaspé when a nasty winter gale opened her up. With her pumps working at top speed, she just managed to keep afloat, but was able to proceed to Halifax for repairs when the weather moderated.

The only other three-mast schooner to be trading in the waters on the western side of the North Atlantic is the auxiliary City of New York. (Continued on page 101)



Photograph by G. M. S. Tod

The Danish galease *Capitana* was formerly a barkentine in the new Bedford-Cape Verdes trade, and before that was flagship of the Harvard Columbus Expedition

NEW BOATS — FROM BOTH COASTS



Above: The 28-foot sloop Dutzura, Rhodes-designed, was built by Eaton & Sons of Norwalk, Conn., for Frederick A. Bisbee of New Haven. She carries 370 square feet of canvas and the auxiliary is a 12 h.p. Universal Blue Jacket Twin

Right: Nancy* Kay, designed by Edwin Monk, a 43-footer built by Ed Reinell of Reinell Boat Works, Marysville, Wash., for his own use. She has a pair of 145 h.p. Chris-Crafts. Above the boarding platform, aft, the transom is cut for a door



Photograph by Frank Raymond

Above: Crayfish is the latest Stonington auxiliary built by the Stonington Boat Works, Stonington, Conn., for Frank S. Connett of New York. The owner is a member of the Cruising Club of America. Powered by a 90 h.p. Scripps diesel, her cruising radius is 400 miles at 8 knots. Sails were made by Ulmer. Every Stonington boat is a husky, well-built craft, patterned along the lines of a small dragger



Below: Largest yacht to be built on the West Coast since the 1920's is the 85-foot Westlake, designed and built by Stephens Brothers of Stockton, California, for Henry Doelger, builder of mass-production homes. Westlake has radio, television, movie projector and air conditioning system. For navigating, Westlake carries ship-to-shore phone, direction finder, Fathometer and automatic pilot. Automatic heating was designed by Way-Wolff

Photograph by L. Corvella





Above: Dinghy sailing calls for alertness and agility. Sometimes the going gets rough and that only adds to complications when boats start to get into a tangle. By and large, a slow crew is a losing crew. Dinghies don't have the stability of the larger classes



Frostbiters have to dress warm, though not as warm as the spectators ashore. In racing, there is constant activity

Right: Capsizes are by no means infrequent. The Frostbiters are notoriously rollers, and don't need too much encouragement to capsize on a leeward leg. It can happen, too, on a jibe or as a result of rooting



Below: Maneuvers can get so tight, especially at the turns, that a premium is placed, not only on seamanship, but on teamwork between skipper and crew. There is no time for the planning of strategy, giving of commands, or deliberate action





It's cold work for the committee, too. Sometimes the harbors are iced over when dinghy activity is at its peak



Above: Trim is always one of the Frostbiter's major concerns. It varies with the boat, and it varies, too, with sea conditions and the point of sailing involved

MY FIRST DAY OF DINGHY RACING

By DAVID KOEPPER

WITH the end of summer and the normal sailing season, as the big boats go under cover for the winter, several yacht clubs on Long Island Sound suddenly burst into activity—Frostbiting! The skippers of these craft and other one-design racing classes find themselves in small dinghies classed as Interclubs, B-dinghies, Penguins and other craft ranging in size from 8 to 11½ feet length overall. My boat, an Interclub, carries a skipper and one-man crew whose combined weight must be not less than 275 pounds when racing.

My dinghy, named Flapper, was entered in the Larchmont Winter Series. I had raced in many Long Island Sound week-end and long-distance races on much larger boats and had a feeling that I was a pretty hot skipper. Perhaps I could give some of these boys a real contest.

The manner in which the races are started is unique in itself. At two minutes before the start, the committee boat gives two blasts on an electric horn. A minute and a half is signalled by one long and one (Continued on page 73)



Always important in any racing craft, in dinghies it becomes a paramount consideration to keep the boat and gear in perfect condition. Frostbiters know it's a factor that wins or loses races

Photographs by Ted Koepper



Left: On a run to leeward, boards are generally raised, out-hauls eased, and hulls trimmed almost to an even keel, possibly listed a bit to windward. In light airs, crews mustn't move about



The author takes her trick at the helm

Woman's ways on a Windjammer

*Incidents aboard the brigantine Yankee
on the 1951 'round-the-world cruise*

BY JULIE PYLE

(B. A. SMITH 1950, A. B. YANKEE 1951)

SAILING around the world on the brigantine Yankee is not a life that is primarily for the purpose of training or educating its twenty-two crew members. However, during the eighteen months spent in making the voyage, it is impossible not to learn something.

The Yankee's crew is composed of the skipper, Commander Irving Johnson, his wife and son, seventeen college-aged boys and two girls. I am one of the two girls and because of having this almost unique position, I am taking this opportunity to give my impression of life at sea. Though it may not be very nautical, it will at least give the reader some idea of the differences between the calm peaceful life enjoyed on land and the sometimes amusing and occasionally hazardous life at sea.

We left Gloucester, Massachusetts, on October 29, 1950, well bundled in pea jackets, scarves, woolen socks and sweaters. We had said goodbye to warm fireplaces, comfortable wide beds, ringing telephones, radios and television, and had set out for unknown ports on the other side of the world, filled to the brim with enthusiasm and the spirit of adventure. Little did we realize how much our daily lives would be changed while doing this!

The first week out, I think these changes were most evident. *Everything* was new and different. The very foundations of our world were to be changed and our lives turned into a rolling slanting unpredictable existence. There were twenty-one new faces to be learned and names assigned to each. There was a new language to acquire. The floor was not a floor, but a "deck" and downstairs was not downstairs but "below." "Make fast" didn't mean full speed ahead, but fasten a line to something. Even sleeping had to be arranged differently. As well as growing accustomed to being shaken in the middle of the night and having a strange voice say "Watch in seven minutes (often accompanied by the grim words "bring oilskins") you had to learn how to sleep in a new position. When on the starboard tack, your port knee and port elbow had to be propped against the port shelf with the starboard arm under your starboard hip. The head under these

circumstances could shift for itself. When on the port tack, everything was vice versa and again the head was left free to make its own arrangements. This, of course, was not required by anyone from the "inner circle" but it was a good idea unless you enjoy the feeling of literally "hitting the deck" that was whirling and bouncing four feet below you.

Even washing your face had to be done with added care and thought. The basin couldn't be filled with too much water. One, because "water on board a ship is scarce and should be used sparingly," and two, even if you did fill the basin up to the top, it wouldn't do any good as the contents would get overly rambunctious and act the way coffee does inside a cup on a Pullman train.

Brushing your teeth or combing your hair became a problem also. You learned after bending down to the "deck" for the fiftieth time to pick up a now animated and highly energetic toothpaste tube or comb that it isn't very smart to put anything down a flat surface unless it is firmly braced.

Then you found that putting a bobby pin in your hair isn't just the simple flick-of-the-wrist thing that it had been at home, but a major operation. To do so, you had to use both hands, hence leaving none to hold on with. That meant as well as seeing that your comb was braced safely some place, you had to brace yourself too. So with both feet firmly entrenched against one "bulkhead" and shoulder against another, you manage to squeeze your bruised arms and black-and-blue elbows up to your hair with bobby pin ready and poised for action.

Then an unannounced gust of wind usually comes blasting down the skylight or companionway, mussing your hair all up. So, after you calmly mutter something under your breath, you start the whole process again.

The thing that I think I had the hardest time getting used to was the Yankee's famous swinging table that enables us to sail around the world on one set of dishes. I could see how it saved, on the dishes alright, but I could also see that it didn't spare your sense of equilib-



On Yankee's present round-the-world voyage, Irving Johnson's crew consists of his wife and son, seventeen college-aged boys and two girls

rium; it often made me wonder if I would be able to sail around the world on one set of insides. The table is on gimbals which means that it is suspended over heavy lead weights. This enables the table to stay level with the horizon while the ship swings and lurches gaily around it.

To me, it seemed as though I was in the middle of a crazy house in a circus and that the table with everything sitting calmly on top of it was the thing that was at an angle while the walls . . . (excuse . . . "bulkheads") were the things that were normal. This somehow didn't help my appetite and I would sit (firmly braced) staring at the abnormal table, manage to swallow a few baked beans and then suddenly decide to go on deck. There I would stride around the deck repeating with as much gusto and determination as I could muster that "I would *not* get sick! In fact, I *refused* to get sick!" Then after my stomach did a few more summersaults and felt as though I had eaten a dozen doughnuts that had been made with no baking powder but with arsenic instead, I would dash madly to the windward rail. I always chose that one as it was uphill and somehow at that point it seemed easier to navigate up hill than down. The watch would shout loudly, "No, the other side, the other side!" And so, swallowing as fast and as hard as I could, I would dash to the lee rail.

A brief pause with undisguisable sound effect and then I would turn and give the man at the wheel a bleary-eyed and sheepish grin and then go below again to face the cock-eyed table and my plate of unfinished baked beans. No, on second thought, I think I usually ended up by sipping a cup of tea and wondering what the English ever saw in it to make them think it a thing of such delicacy. Even the tea leaves lost their charm; or maybe it was just that, at that point, I wasn't very interested in my future.

My future, however, became brighter after about a week as I finally did manage to sprout sea legs and life took on a more cheerful aspect. I gradually learned the names of the lines, and instead of thinking of the helm as

a menace and the compass as some unpredictable and uncontrollable monster, I actually got so that I enjoyed taking the helm. I will never forget the wonderful feeling of the first really fresh breeze which we ran into off Cape Hatteras. It was then that I realized that taking the helm could be fun and for the first time I actually saw that what I did at the helm was having a definite effect on the lubber line in the compass.

It was a terrific thrill having 96 feet of ship and some 6,000 square feet of sail at my finger tips and to be able to feel the power of the waves through the pressure on the wheel. We were going at the Yankee's maximum speed of 12 knots, the wind was coming from astern and we had a following sea. The waves were so big that when they rolled under us, the compass went careening half a point to a point on either side of the course. It really was quite a sight and feeling when the waves came roaring under us and looking back at some of them was especially exciting as when they came at us from astern, they seemed tremendous.

When some of them blotted out the horizon, we wondered how the ship would take it. Someone would shout, "Look at this one; it's a whopper!" and everyone would brace themselves. Then the deck would dip down in a dizzying slant and the wave was under and around us, breaking at the sides and making a long loud hissing noise. It was then that the first dismal week seemed well worth it all.

As time went on, we learned to think of the day in terms of our four hours on watch and the eight off, rather than when the next meal was to come. We learned to treat night as day and to catch up on sleep while off watch, no matter where the sun or moon was in the horizon. Watches, we found, provided an excellent opportunity to get to know each other and also the ship. During the daytime watches, we were given various jobs. The boys painted, varnished, chipped paint, sanded, made baggy wrinkle, etc., and the girls were given the choice of either helping the boys in their work (Continued on page 88)

ON THE MISSISSIPPI

By MAX STURM



Photographs by the Author.

This boating beach, on the Mississippi River three miles east of Hayti, in the southeastern corner of Missouri, was developed by a group of nearly a hundred sportsmen in the area. Small boats are easily launched by trailers on the concrete rip-rap

THE cotton belt of Southeast Missouri was sorely lacking in adequate facilities for enjoying the sport of motor boating—until a group of boat owners did something about it this summer.

With no nearby lakes, the only water available for boating was in the network of drainage canals, dug after the turn of the century to reclaim the region from swamps, a few bayous and sloughs, and the Mississippi River. The ditches and bayous, however, weren't wide enough for the safe use of high speed boats, and besides, it was difficult to find places which made the launching of boats from automobile trailers convenient. The Mississippi River offered the best bet—if permanent facilities could be provided for launching the boats, and an all-weather road built to such a point.

That was a large order and one that required a neat sum of money, but it has been filled by the local group of boat owners in a typical American manner. Now scores of motor boating fans in this area, for the first time, have a permanent place all their own at which to enjoy their sport to the fullest.

Spark plugs of the drive to develop a boating beach on the Mississippi River were Abe Barkovitz, part owner of a clothing store, and Earle Wimberley, owner of an automobile and home supply store, both of Hayti, Mo. Barkovitz, during summers past, had operated his boat on Reelfoot Lake, across the river in western Tennessee. This was inconvenient because his automobile and boat had to be ferried across the river and back each time. Wimberley

had been running his boat on Lake Wappapello in the Missouri Ozarks, 100 miles away. They definitely wanted good boating facilities closer to home.

During last winter, in a number of talks, they decided that if they could lay practically all the groundwork for such a plan—including finding a suitable place on the river to develop, listing what would be needed to make it desirable, and estimating the cost—they might be able to "sell" their idea to other boat owners in the area and eventually succeed. Maybe it wouldn't jell this year but it might the next, they thought. The sudden acceptance of their suggestion and the overwhelming cooperation they received from other boat owners was amazing.

First, they made a survey along the river in Pemiscot County to find a suitable place to develop. The specifications such a spot had to fit were tough—which eliminated many sites. It had to be easily accessible from nearby main highways; have sufficient space to park a sizeable number of automobiles; have a permanent bank with the correct slope for launching the boats from trailers and removing them, and have water which was relatively calm and removed from the main channel of the river.

They found an ideal site three miles due east of Hayti at what is popularly known in the area as Rocky Point. Here, some years ago, United States Army Engineers had covered a long stretch of the bank with concrete to prevent washing and caving. This provided the gentle slope for launching the boats. Later, the engineers had changed the channel of the river, diverting the current to the Tennessee side. This left a wide chute, separated from the main channel by a long sandbar. The water was calm and smooth, the current weak. The water problem was solved.

Next, Barkovitz and Wimberley found that a leg of an old, unused levee extended to the bank of the river at that point, connecting with the newer main levee a short distance away. Running along the west side of the main levee was a farm-to-market all-weather gravel road which connected with U. S. Highway 61 a short distance north of Hayti, and with State Highway 84 half way between Hayti and Caruthersville, Mo. The road problem would be solved, they concluded, if the top of the old levee, almost one-half mile long, could be graveled and made into an all-weather road, connecting with the farm-to-market road.

As the winter weather gave way to warm spring days, and boat owners began breaking out their craft in preparation for the summer months, Barkovitz and Wimberley thought it was the proper time to see what could be done with their idea.

They called a meeting in the Hayti City Hall of a few boat owners at which they explained what they had found and what they thought could be done. The reaction was electric. A club was formed on the spot, to be known as the Triangle Boating Club, and a campaign for members planned. Barkovitz became president of the group and Wimberley its secretary-treasurer. Charley Crowe, a supermarket owner of Caruthersville. (Continued on page 75)

Tough Guy at Sea

By DUANE VALENTY



Photograph by Bert Siz

Humphrey Bogart and his wife and son in the den of their Benedict Canyon home. Bogie rather wistfully shows young Stephen a boat, hoping he'll learn to like things nautical. . . .



Photographs from Warner Bros.

Santana, Warner Brothers star Humphrey Bogart's 55-foot yawl, pictured in the waters of Baja California, Mexico

How early should a fellow go to sea? That's the question that has been plaguing tough guy Humphrey Bogart and his pretty wife Lauren Bacall, even since their son Stephen was big enough to eye the world. "Bogie", more at home aboard his yawl than anywhere else in Hollywood, feels a man can't start too young. Wife Betty disagrees with him and on this briny issue the two have come closer to real disagreement than on anything else.

"He's much too little . . . there's plenty of time for that later on," says Mrs. Bogie, with that wifely glint in her eye most husbands get to know, when they're *not* going to get their way on a question. So far she has won, too, and probably will until that day when young Steve is big enough to fill out a pair of dungarees.

The Bogart boat complex goes back almost thirty years, when the screen star was what he describes as a "punk kid" vacationing at Seneca Point on Canandaigua Lake in upstate New York.

"My father gave me a one-cylinder motor boat," the actor recalls, "and I used to putti-putt around the lake all day long, exploring every cranny and cove."

It was then he determined to have a real seagoing boat as soon as possible. This, together with a steady job and

a happy marriage, seemed to him to just about sum up the good things in life. "They all tie in together," says Bogie. "Years ago I figured by life would never be complete until I had all three."

The job was well taken care of when his particular kind of rugged "appeal" hit the screen and the fans loved it. The marriage? He and Bacall are a happy, though terse, duo. They seem like two cuts of the same cloth. One of the things they have had in common from the start has been a mutual desire to get away from it all. Bogart had the perfect answer to that with his beloved 55-foot 16-ton yawl which he calls Santana and keeps at Newport Beach.

Before the baby came along he had so well initiated Betty into the delights of seafaring that together they spent equally as much time aboard as they did at home in Benedict Canyon. Stephen changed things, though. Not that he should, Bogie feels. What's the harm of taking the little guy on deck? Plenty of sun and fresh sea air in the doses he needs . . . nice rocking motion to put him to sleep. . . .

"No!" says the wife.

Like a lot of less tough guys, the screen bad man knows when he's licked. So Stephen stays home for a while yet. Mon and Dad reluctantly leave him with his nurse when they want to spend a weekend doing the things they like best . . . fishing, swimming and lazing in the bright waters off California.

Windjamming for Sea Elephants



A story of sailing adventure . . .

and of an obscure Yankee's discovery

of Indian Ocean plunder

By DANIEL HENDERSON

who wrote Yankee Ships in China Seas

KERGUELEN Island, Indian Ocean—it was a far voyage and a difficult sail for American sealers and whalers, but when the news came on the wind to these circum-navigators that Kerguelen was the breeding ground of sea elephants and sea leopards, they pushed through heavy seas to get there.

When they anchored in a cove of its jagged coast, those skippers who had a taste for sea history ran through their pages about old voyages and saluted the Breton sailor, Monsieur Kerguelen-Tremerec, who in 1772 sighted and named this island whose southern tip is in 49° 46' S. latitude, and 70° 5' E. longitude. Turning then to the story of Captain James Cook's third voyage, a few years later, they read that while navigator Kerguelen had made two attempts against head winds and heavy seas to land on the coast he had named, Cook's ships found and entered a harbor. Kippis, editor of Cook's Voyages, said quaintly: "If our commander had not been unwilling to deprive M. Kerguelen of the honor of its bearing his name, he would have been disposed, from its sterility, to call it the land of Desolation." For all this delicacy, the land became known among English-speaking mariners as Desolation Island.

For all of the French and English explorations, there still remained in the middle of the nineteenth century pin-points of land to be discovered about Kerguelen and what we have to tell here is the finding by an American, Captain Heard, of the dramatic little island of that name. For much of our information we are indebted to our friend, Captain Harry O'May, of Hobart, Tasmania.

Heard Island is missing from most maps (but not from the Antarctic chart No. 2562 of the U. S. Hydrographic Office.) An Australian author, overlooking the facts we set forth here, speaks of it several times as "Herd Island" and it tickles us to recall to him its American origin.

For all this obscurity, it bobbed up in the news in 1947, for then the Australian Government organized a scientific expedition to sojourn there and observe weather and sea conditions. They confirm the story we have found in early sources by discovering relics of American and Tasmanian sealers—the ruins of huts, huge iron pots that were used for boiling blubber, and graves of dead and gone sailors, whose guardians were penguins and whose banshees were blizzards. The evidence, as we find it, is that American sails outnumbered all others at Heard Island, and in the news-

paper accounts of the newspapers of Mauritius and Australasia of that period, credit for the discovery went to Skipper Heard.

What lure led these sturdy Americans and persistent Tasmanians so far from their own coasts? The report that sea elephants were milling around Heard Island gave whalers a double chance to obtain full cargoes. While cruising for sperm whales, they could land gangs on the island to slaughter huge creatures, and then sail back to pick up the men and their barrels. The oil of the sea elephant or the elephant seal brought as much in the market as did whale oil. A record exists of 210 gallons of oil from a single animal—they were bigger creatures than the jungle elephant.

Merchant-navigators named Heard were well known in the China trade, but this is the first record of a man of that name following the trail of the whale and seal down into proximity to the Antarctic Circle. This is the way his casual discovery became known and mapped:

On May 26, 1855, there appeared in the Commercial Gazette, Port Lewis, Mauritius, a letter from Captain Cameron of the vessel Anne: "When at Desolation Island (Kerguelen) May 4th last, I was informed by Captains Rogers, Church and Brown that a large island had been discovered about 300 miles bearing S. E. from Desolation Island, and upon minute inquiry found this to be true.

"Captain Rogers received some information from a Captain Heard of the American vessel Oriental of Boston. Captain Rogers proceeded as soon as the season would permit in his vessel Corinthian to the neighborhood and found land . . . he returned to Kerguelen Island and procured four tenders, viz.: Atlas, Mechanic, Exile and Franklin, and sailed to the new land and arrived there in March, 1855, sending Captain Brown in Atlas to look for a harbor. Captain Rogers at the same time dodged under easy sail along the coast and finally discovered a small creek in latitude 53° S., longitude 72° 31' E." (The 1947 Australian expedition found Atlas Cove sixty miles from its stated position.) "Captain Rogers in one day procured enough to fill four to five hundred barrels of oil and said, on looking from a small promontory, he saw at one time sea elephants and sea leopards enough to fill 100,000 barrels of oil."

When this item appeared in the Mauritius newspaper, a ship carried the news to Hobart, and Dr. W. L. Crowther,

an owner of whalships, became excited at the report of seas teeming with sea elephants and decided to send there the barque Offley, 376 tons, which had borne the house flag of Richardson and Company, London. It was the custom on such expeditions to send along a tender to convey the skin and oil from the shore to ship, and Crowther chose for this work the 94-ton schooner Elizabeth Jane. Under Captain Jacobs she sailed in advance.

The skipper selected for the barque Offley was Captain J. M. Robinson, a Massachusetts man. In the eighteenth century, Robinson had been mate of the General Gates, under Captain Abimelech Riggs, but, our informant says, "he jumped her at Hobart Town and later sailed out of the port as a successful whaling master."

In view of the hard eighteen-month voyage ahead, the ship carried some surprising passengers: Mrs. Robinson and their two children. A third child was born on the cruise—a boy who became known as Kerguelen Jim. From these modern days of comfort aboard ships and boats, we may well salute this little family that faced, instead of fair weather and calm waters, the heaving graybeards of the west coast of Tasmania; the icebergs along the Antarctic Circle, and the big head seas resisting the approach to Kerguelen and Heard.

When Robinson reached Heard Island, he found, with great disappointment, that the tender had not arrived. This was a serious matter, because she carried, along with a

shore gang, large supplies of food, clothing, and camp equipment. Hoping that she would arrive soon, he landed his own gang of sealers, who at once became sociable with gangs of Yankees scattered about the coast. There were 126 of them, members of nine American ships at anchor in Atlas Cove—Issac Hicks, Pacific, Romulus, Alert, William Wilson, Freak, Cornelia, E. R. Sawyer, and Arab. Another ship flying the Stars and Stripes, the Mary Powell, was soon to appear in the picture. Except for the bleak coast, the frequent blizzards, and the occasional icebergs, the scene resembled a gathering of whalers in a New England harbor.

Sailing to Kerguelen, Robinson obtained tidings of the tender. The Elizabeth Jane had strained her hull in plunging against the heavy seas along the Tasmanian coast, and had set a course for Mauritius. Arriving there, she had informed her owner by ship as to her whereabouts, and he had sent in her stead the Flying Squirrel, 67 tons, which had also been unable to make progress against the graybeards, and had turned to a safer port.

In the period of anxious waiting, the cruising Captain Robinson met at Kerguelen. Captain Nash, of the American ship Mary Powell. She had been hired to serve as tender to a larger vessel which failed to arrive. The two skippers, in the same plight, arranged to work together in filling the thousands of barrels aboard the Offley with elephant oil. Nash had already left a gang of sealers on Heard Island, and the two vessels reinforced (Continued on page 92)



Reproduction of an old print showing the crew of a whaler approaching a harpooned whale, while others on an ice floe beat a sea lion to death

MODELS AND MATERIALS

*In the Mariners' Museum at Newport News,
Virginia, you can find models of bone,
ivory, aluminum, copper, lead, silver, gold,
plastic, brass, papier mache,
glass, and even soap stone!*

By ROBERT H. BURGESS

THE hobby of ship modelling has long been universally popular. In fact it has been termed the oldest hobby of mankind. Landsmen young and old, seamen, and natives of many foreign lands, all have tried their hand at creating models which in their eyes are representative of ships and craft which they know or admire.

Within recent years complete model kits consisting of carved hulls, fittings, and easily followed plans for assembling and rigging have been available. Most anyone with the slightest aptitude towards such work can produce reasonably accurate and attractive models.

Ever since man first attempted to execute the likeness of a ship on a small scale, wood has been his first choice of material with which to work. This is only natural because wood is easily worked and is flexible and durable.

But there is always someone who tires of the ordinary and strives to create the unusual. Ship modelers are no exception and the materials which some have used to produce models are as varied as the types of watercraft. Among these materials are bone, ivory, aluminum, copper, lead, silver, gold, plastic, brass, papier mache, glass, and even soapstone! Some of these models are rare; many are museum pieces.

In the collection of more than eight hundred ship models in The Mariners' Museum, Newport News, Va., models made of the above listed materials are widely represented. And even though most of these were hard to fashion, the models do their makers credit.

Some of the most interesting examples are the bone models, often referred to as prisoners' models. The majority of the bone models were made by French prisoners who were confined in British prisons at Norman's Cross, Porchester, Carnarvon, Princetown, and elsewhere during the Napoleonic wars. Many of the men who had been forced to serve in the French Navy were skilled craftsmen, such as Dieppe jewellers and watch-makers, Breton jet carvers, and carvers and ivory workers from West Africa.

In order to relieve the monotony of their imprisonment they would pass the time by (Continued on page 94)

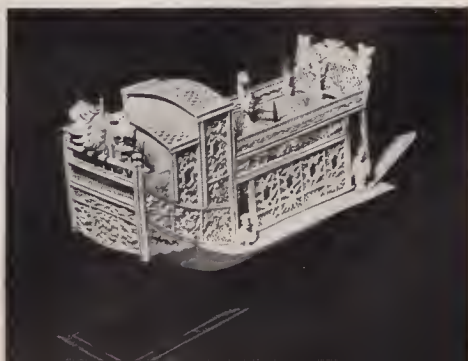


Above: Copper windvane of a sailing ship running before the wind, mounted atop the main building of the Mariners' Museum, Newport News, Va.



Above: Display scale model of the United States steam frigate Merrimac built in the model shop of the Mariners' Museum. Major construction, other than fittings, is wood

Below: Delicately carved ivory model of a Chinese Mandarin's houseboat



Photographs By William T. Radcliffe



Left: Silver model of a barge, or navette, made about 1650. A typical ship-like ornament once used in churches as incense holders

Below: Model of a full-rigged ship made entirely of glass



Left: Recognition models. (Upper) Plastic model of a single-stack passenger steamship. (Lower) Lead model of the battleship North Carolina



Below: Prisoner's bone model of a French warship. The upper strakes are of black bone



Above: Aluminum model of the Ark, the vessel which brought settlers to Maryland in 1634





Dr. Edwin B. Chase's Chris-Craft cruiser Docstout, racing for the Everett Yacht Club, in roughish going as she heads for the Restoration Point buoy, in the first half of the race



A part of the fleet of motor yachts at the Seattle Yacht Club's Port Madison Station, the morning of the race. Twenty-eight cruisers competed

INTEREST GROWS IN PREDICTED LOG RACING

*Queen City Yacht Club wins
Northwest cruiser racing championship.*

By RAY KRANTZ



Frent Morris raced his 26-foot cruiser Snuffy for the Everett Yacht Club. Snuffy is shown here at her 15-knot race speed, fastest in the fleet, on the run from Tyee Shoel Bell Buoy to the buoy off Restoration Point; she is bucking a head chop, and it was raining at the time

IN 1948, certain members of the Seattle Yacht Club, "completely" convinced that members of their club were the canniest predicted log racers in the Pacific Northwest, set up what was to become the club's annual "Inter-Club Challenge Race, generally for the purpose of confirming this fact. The humor enters the situation when it is noted that the Seattle Yacht Club has never won its own race.

All Northwest yacht clubs are invited to enter a team of not more than four of the club's best contesting boats in predicted log racing. In the beginning, this race was something of a joke, but it turned out to be a very serious event, each club entering its sharpest skippers for the honor of the predicted log cruiser racing championship of the Pacific Northwest. So serious has this race become that we believe a direct quote from the official rules, Paragraph No. 4, will give the reader a pretty fair idea of the event:

"4. Rigid strictness is the essence of this race. Do not enter unless you are competent, and willing to match your navigating skill against the sharpest navigators and the best seamen in the world. *There will be no "ifs," no "ands" and no "buts."* This is a rough deal and a survival of the fittest. It is not too late now to drop out, but if you decide to enter, prepare for the toughest competitive navigational event ever to be staged. Failure to compete forms legibly and properly, to observe all rules of the road, all rules of the race, or any rule, may disqualify or penalize a contestant."

Well, you now have an idea of the race. In 1948, the Queen City Yacht Club won the first in this annual series, followed in 1949 by the Everett Yacht Club. In 1950, a very consistent Bremerton Yacht Club team was the winner.

This year's race, staged on Puget Sound waters near Seattle, was in the main a 26-plus nautical mile contest from Port Madison Bay, clockwise around Bainbridge Island, and back to a finish line not far from the starting point, the Suquamish Ferry Dock. The race date was October 21, a Sunday, and the weather, after a fine clear early morning, turned to blustery, gray clouded skies, the southerly winds finally bringing a pretty fair rain by the time the race was half over. It was a bit wet in the early stages of the race, on the buck to windward to the south end of the island, and thence somewhat in the troughs of the seas until the shelter of Rich Passage was reached.

Upshot of the race was the clear-cut victory of the four-

boat Queen City Yacht Club team—Zephyr, Pursuit, Chilton and Quilceda—with 93 points, over the second place Bremerton Yacht Club quartet with 86 markers to its credit. (The Seattle Yacht Club team could do no better than third place in final standings with 66 points, about 20 points behind second-spot Bremerton.)

However, let's understand this race a little better. The judging committee, comprising F. A. (Doc) Harvey, Seattle Yacht Club; F. Beal Mossman, Queen City Yacht Club; and T. Marx Libby, Bremerton Yacht Club, did not release important race information until noon, Saturday, October 20, at the Seattle Yacht Club. This data included the starting line, the course of the race, the control points, the finish line, and the time of finish. By holding up this information, no prospective contestant could make a trial run over the course, or have too much time to consult old records of previous runs over the same courses, etc. The race information, if not obtained from the Seattle Yacht Club at noon, was available at 5:00 P.M. the same day at the Port Madison Station of the Seattle club.

Basically, this left Saturday night at Port Madison, (where most of the contesting boats rendezvoused prior to the race) until early Sunday morning, for the skippers to figure their respective races. The official finish time was 1:00 P.M. Sunday, and with a 26-mile race it was obvious that boats would start between 9:00 A.M. and 10:30 A.M. in the main, since eight- to nine-knot speeds were so popular.

By 8:00 A.M. Sunday, all boats had to have their predicted logs turned into the judges (otherwise, a penalty for failing to comply). Also, each skipper in the race was required to supply the judging committee with two "experienced and competent give-away observers," and these observers were required to report to the committee at the Port Madison Station not later than 8:00 A.M. Sunday (otherwise, a penalty). The rules' references to observers are interesting:

"They (observers) shall have with them a slip of paper giving their names, addresses, and the name of the boat for which they are the give-away observer. It shall be the responsibility of the observer to report aboard his assigned boat immediately after his assignment. Failure of an observer to perform his duties properly, shall penalize the yacht club from which he is assigned, by one point. Skippers may protest an observer. (Continued on page 63)



Dr. Albert J. Bowles' well-known racer, Aldon, throws spray off Restoration Point. She is a 50-footer; raced for the Seattle Yacht Club

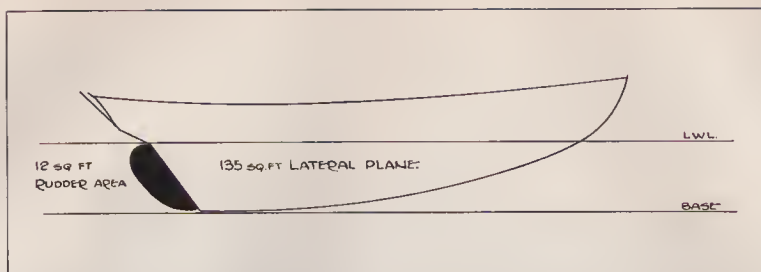


Figure 1. Average areas taken from fifteen conventional 35-foot auxiliaries give a proportion of 1-to-12 or 1-to-15 between rudder area and underwater profile (lateral plane). Consideration must be given the type of hull, her draft, beam, displacement and other assential factors

PRACTICAL PRINCIPLES OF RUDDER DESIGN

BY JOHN ATKIN, S.N.A. & M.E.

PART ONE

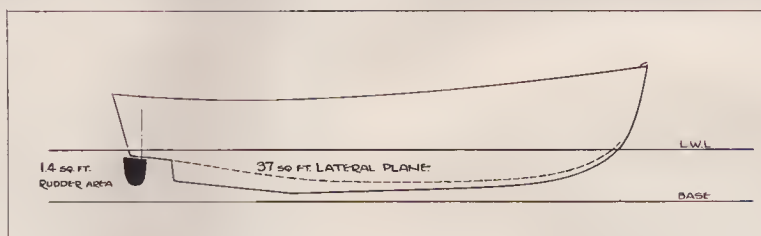


Figure 11. From a selection of fifteen conventional 30-foot motor boats the rudder areas averaged 1.4 square feet and the lateral plana areas averaged 37 square feet; therefore a proportion of 1-to-25 would indicate a libaral rudder area which will prova afficiant and practical

IN a rather old book tucked away on our library shelves there is a text on the theory of naval architecture written by W. J. Lovett. In this the author states: "There are almost as many types of rudders as there are types of vessels. Even the highest authorities are at variance in respect to the best form of rudder. An eminent firm of shipbuilders designed a broad and shallow balanced rudder for a torpedo destroyer; but as it was not a success, other designs were tried, and the one ultimately adopted as giving the best results was very different from the original rudder, being both narrow and deep."

The above was written in relation to large vessels. I find upon investigation, however, that the "highest authorities" in the yachting world oft-times contradict one another and fail to agree on the matter of rudders—as well as on other matters pertaining to yacht design!

For example, one recognized leading authority of recent years has written, on the subject of rudders, "The best shape gives a fair, symmetrically curved after edge with the center of area near mid-depth. A little width at the top fairs the rudder post as it emerges from the hull. . . . it should thin down (in section) to almost nothing at the

after edge and be shaped to be a continuation of the streamline of the hull. . . . the raking rudder post (on a modern racing yacht) gives the best shape of lateral plane and neutralizes the lifting component which a rudder with a vertical post has when the yacht is heeled.

Another equally eminent present-day authority on the designing of yachts has, in regard to the same subject, written, "The idea that the rudder should have a graceful profile, fairing daintily into the underbody profile, is not well-founded. . . . the most efficient portion of the rudder is the lowest third. . . . the best outline for rudders seems to be one that is wide at the bottom and narrow at the top. . . . the taper (in section) should not be carried to extremes, as the resulting tail will be so thin as to be weak. It is rank disrespect to the modern fad for streamlining to call attention to the fact that the eddy, caused by the *square* trailing edge of rudders, is an aid to steering. . . . observations suggest that hulls having deep, full midsections combined with fine runs (as the modern racing yacht) are better for having *very moderate* rake to the rudder post."

With the above conflicting views in mind as a basis upon which to investigate the subject of rudders in an

intelligent and instructive manner. let us carry on!

The problems of design come before the problems of building—so an investigation into the designing of rudders will be in order. Various types of rudders, for both motor and sailing boats, and practical methods of their construction will be covered in a future issue of *MoToR BOATING*.

Other than their basic function of steering, there is little relation between the sizes and shapes of rudders fitted to motor boats and those attached to their sisters of sail.

From a selection of normal auxiliary sailers in our design files, designs from which many boats have been built by both professional and amateur builders, an average ratio has been determined. This is the proportion of rudder area to the area of the underwater profile, or more technically the lateral plane, of the boat in question. On sailing boats under 50 feet in overall length the rudder area averages about 1/15 of the lateral plane area—as indicated in Figure 1.

On motor boats, of similar length, the rudder area may be considerably smaller in relation to the area of the lateral plane because of the normally higher speed of such craft and the greater column of water being thrust astern by the propeller wheel. A rudder with 1/25 the area of lateral plane will be effective and efficient under widely varying conditions. A proportion of about this nature is shown in Figure 11. In yachts of greater overall dimensions the rudder may be considerably less in area in proportion to that of the lateral plane.

It must be brought to mind that these are generalities and that many factors, difficult to determine, enter into the problem of selecting the proper rudder area with relation to displacement, power, draft, beam, speed, length, and other factors peculiar to the boat in question.

There are tables and charts available which may be used in conjunction with various formulas based on the displacement-length ratio, the speed-length ratio, etc. It does not seem practical to go into these because so many required factors, perhaps unknown to the average amateur builder, are involved. Further, when the needed factors are known, the correct rudder size and form are little more than an "assumed" approximation. As a result, one practical method of determining proper rudder shape, rudder area, rudder post diameter and other characteristics is by an investigation and comparison of boats which have a proved performance.

To those readers who are interested in knowing the force of water against a given rudder area at a given speed, so as to be able to determine proper rudder post proportions, blade thickness and such, the following simple formula stated by N. L. Skene will be helpful:

$$P = 1.5 \times \text{Area} \times V^2 \text{ (ft. per sec.)} \times \text{sine of rudder angle.}$$

The above will determine at a given speed with the rudder at any given angle to the boat's centerline. The result will be the pressure upon the rudder in pounds. Speed to be used is feet per second. (88 feet per minute equal 1 mile per hour—1.466 feet per second equal 1 mile per hour.) The rudder area will be expressed in square feet. The center of effort may be assumed to be the same as the center of gravity because the distance between these two points is so little that for pressure the longitudinal center of gravity of the immersed area may be used.

In regard to motor boats, so far as sufficient area is concerned, it would seem a liberal area of rudder is essential and one nearly parallel-sided in the direction of the rudder post and supported by a shoe at its foot, is the most effective.

Apparently there are designers who question this. I have seen rudders in recent years, tucked behind twin screws of moderately powered boats. (Continued on page 96)

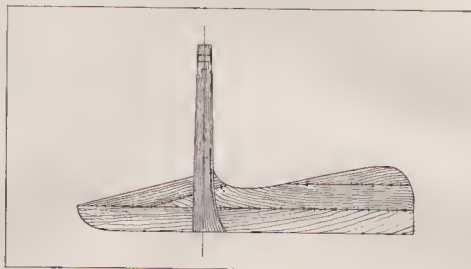


Figure III. Balanced rudder as fitted on shoal-draft river junks in the year 2595 B.C. The origin of such Chinese craft is lost in antiquity and it is probable they date back even further than that. Such rudders, almost invariably balanced, are hung and retained in place by a heavy fid which fits into a slot in the rudder post.

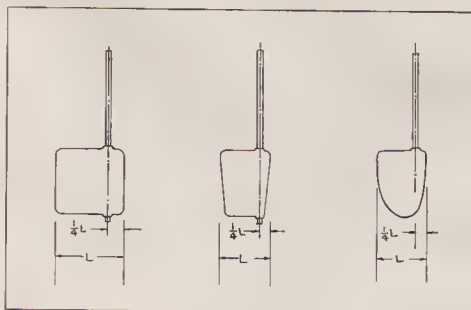


Figure IV. Normal balanced rudders manufactured of cast bronze. Rudders of this nature are carried as stock items in various sizes by leading marine hardware firms.

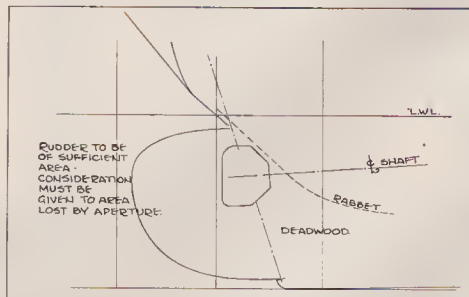


Figure V. A portion of a line drawing showing rudder and deadwood notched out for propeller wheel. This arrangement provides far superior handling than having the propeller shaft pierce the hull, locating the wheel to one side of the rudder.

SOME THOUGHTS ON

SMALL BOAT BUILDING

*A few of the problems
encountered while building
the 17-foot dory Patsy*

By GORDON P. MANNING

She's only 17 feet in length,
but Patsy is a real sea boat



PART ONE

EVERY NOW AND THEN a fellow gets the urge to build a boat. Have you ever noticed it? It doesn't have to be a big, hustling sport fisherman, nor a fast slim sailboat with lots of reverse curves; it can be just a simple little boat. As a matter of fact, size isn't important—because you can get just as much fun heading the bottom on an 8-foot pram as you can from steaming a 14-foot hollowed plank on a racing hull. But it's the fact of having a boat on the forms that gives you the kick. Just having some frames set up in the basement or garage, awaiting your idle moments, is a great feeling, you must agree.

Not long ago, I found myself thumbing through old copies of *MoToR BOATING* (perhaps you save them, the way I do). I didn't know what I was looking for, but it so happened that each time I stopped thumbing I would be at the blue-print page, studying the lines of some boat or other. This went on for several weeks, and one day I suddenly realized that what I needed was a boat. Not that I didn't have one—because I did. In fact, if the actual truth were known, I had two boats. An outboard of 12 feet overall length, and a nice little sailboat. "What do you want with another boat?" my conservative self demanded of my devil-may-care self.

"You need it for transportation," my foolish self asserted.

"What's the matter with the outboard?" came the retort.

"Oh, that's not fast enough. And besides it's awfully wet when there's a sea running," countered the devil-within-me.

"What are you, a commercial fisherman or something?" came the answer. "Do you have to be out in all kinds of weather?"

"No-o-o-o, but it's awfully nice to know that you won't get the ladies wet, if you happen to get caught out in a blow."

"And how often do you go out with ladies?"

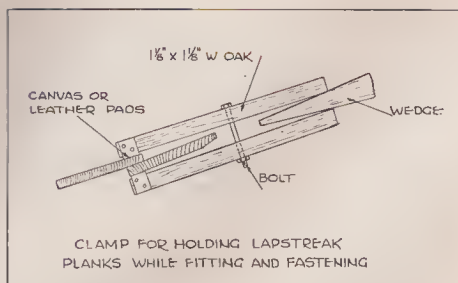
This kind of thing went on for days. I won't bore you with the details. People who passed me on the street would step back and watch me aghast as I went through the questions and answers to myself. Neighbors, well-wishing folk, suggested in diplomatic ways that I see my psychiatrist. Relatives queried me carefully, to see if perchance it was some pernicious disease, virus or love bug that had taken hold of me. Actually, I was just clearing the decks for action—or call it what you will.

It was on a Saturday afternoon of October 14 at 4:00 o'clock to be exact, that I laid down the keel of my new boat.

Friends reported that on the 15th of October, I seemed to be quite normal again. I mention these facts so that if any of you are going through this same thing, you can tell your family in advance, not to worry about you. You'll be all right, as soon as you get started on your new boat.

Occasionally, someone asks me how I decided what kind and size of boat I wanted to build. Well, every yachtsman has, at some time or other, seen a boat go by that is almost his ideal. Notice, I said almost. It never is quite what he wants. Maybe she is a trifle too long, a bit wide, or perhaps she hasn't the right sheer line. Well, you take this boat and change the things you yourself want to see in your perfect boat. With this ideal in your mind you thumb through the pages of the boating magazines. You look over all the craft in the range of your interests. You get hold of the bound volumes of boat-building designs, published by *MoToR BOATING*. You go over dozens of designs, until one fine day, you turn the page—and there she is . . . the one you have been waiting for. You read and reread the description, and look over the lines, and then you know at last that you have the perfect boat for you.

Of course my friend Spike Drew, the sage of Putnam, wouldn't agree with this method of finding your ideal boat.



He would just sit down and design himself the one he wanted. But we're not all naval architects, and I'm sure anything I might design would float (if it floated at all) six inches down by the head, or perhaps roll over like a porpoise. So, I leave this part up to the professional designers who can figure out all these things like center of buoyancy, water levels, etc., and just present me with a nice simple plan to go by.

My particular dream boat was a 17-foot lapstrake dory by the name of Patsy which appeared in this magazine several years ago. It is an Atkin design, a wholesome little open boat, with small 5 h.p. engine boxed under a central hatch; outboard rudder with tiller; comfortable lounging thwart aft, and secondary seat up forward. It is an ideal craft for fishing, or just plain boating.

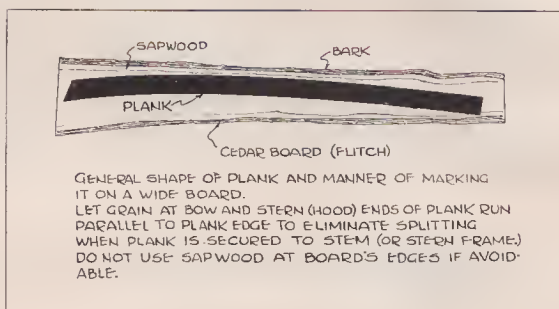
One of the things that appealed to me most about the design was the fact that she is lapstraked—a type of planking I had never done before. I had always been partial to this type of planking, because I think it is one of the strongest ways you can build a boat. With so many fastenings, she can't help but be strong. So, when I noticed Patsy was planked this way, I was keener than ever to have a try at her.

I asked a few friends about this type of planking, and without exception each one said it was fine, but if you didn't do a perfect job, she would be no good. It would leak, and you could never stop the leaks; it would buckle, and you couldn't fix the buckles; it would dry out, and you couldn't keep it afloat. And so on. I almost backed out then and there, but something told me that MoToR Boat-

ING wouldn't publish a design that an amateur couldn't build. So I forgot the cries of the critics and went ahead. As a matter of record, the boat has been used two seasons already, and the only water that ever gets into her bilge is through the stuffing box (when I forget to take it up, periodically). Once she soaks up in the spring (a matter of 36 hours or so) you can forget it for the rest of the summer. And that's more than I can say for a lot of carvel-planked or seam-batten boats.

As soon as I had selected Patsy as the boat for me, the first thing I did was to send away for a set of blueprints and offsets from this magazine. The cost was small, and the convenience of the 3/4-inch-to-the-foot scale was so great that I don't advise anyone to build a boat without them. You will use them almost immediately when you start to lay down your boat full size on the building paper. And I am sure there is no one in this day and age, who will try to build any kind of boat without enlarging the blue prints to full scale first.

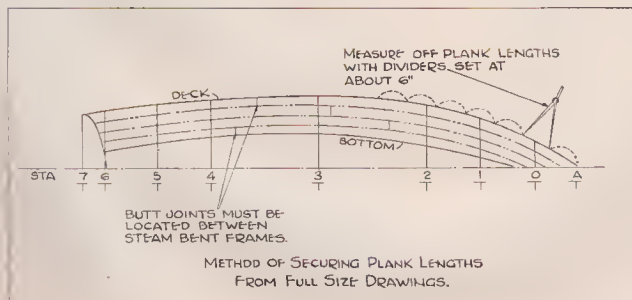
Actually, this is the only way you can get the full-sized curves that your own lumber is going to take as it goes into the boat. Any table of offsets is bound to have small inac-



curacies because of the fact that it is taken from plans which are drawn to relatively small scale. So when you bend a batten between this series of points drawn full scale on your paper, you will often find that you cannot hold a smooth curve and hit all points. So you take an average between them, being a little high on one, low on another, etc., and end up with a true curve, not a series of bumps.

You use these new measurements, and you produce a boat that is sweet to look at from every angle, and has no bumps or hollows in it. You have all seen this kind of craft that has places which look as though someone has pressed in the hull here, and pushed it out there. Laying her down full-size is one of the surest ways of securing a professional-like job when your boat is finished, as I see it.

Now, I don't want to bore you with the thousand and one details of building a boat like Patsy. In the first place, no two boats are built exactly the same. And in the second place,



you have probably read dozens of stories about the building of a small boat. And of course there are plenty of technical books on the subject. Rather, I would like to touch on some of the little things connected with building a boat, which many times are overlooked by the amateur and professional alike. I think they are quite important—because they mean the difference between a job smoothly done, and a rough time of it.

To illustrate—take the matter of where you are going to build your boat. That's important. Most of us have only a basement or garage at our disposal. The big clear floor space of the professional builder is most always lacking. Many times you don't really know if the finished boat will get out through the doors or not. And believe me, if there's the slightest doubt about the boat not fitting the doors—every man, woman and child who comes to see you will remind you of the man who had to take down his house, etc. . . .

I have a simple way of determining if your finished boat will get out of the building. All you do is take the measurements of your room, the door, its position, etc., and make a scale drawing—say with $\frac{1}{4}$ inch equal to 1 foot. This will give you a plan view of the proposed building spot, and on it you can lay a little cardboard cutout of your boat—made to the same scale. (When making the boat model, don't forget to make it the full overall width and length, including rubrails, and even half-round mouldings which may be applied before the boat is finished. Since the deck lines are most often the widest part of the boat, these can be read right from your offset table.) Then by moving your model around on the plan view you can quickly see if you are going to get around all your obstacles and out the door.

In my own case, I had a little more of a problem, be-

cause I wanted to build the boat in an inside room of a barn, where I could get heat. But to get the finished boat outside, I had to go through a connecting door, then through the outside door of the other room. The drawing will show you how this worked out. By moving the model carefully along the path shown, I got it out of the inside room safely without touching any walls. Then by backing her straight up, I could go out the final door very nicely. But I found out this from using the model—I had to build the boat with her bow headed as shown or I couldn't have cleared the wall at the left. I tried it the other way around at first, and couldn't make it.

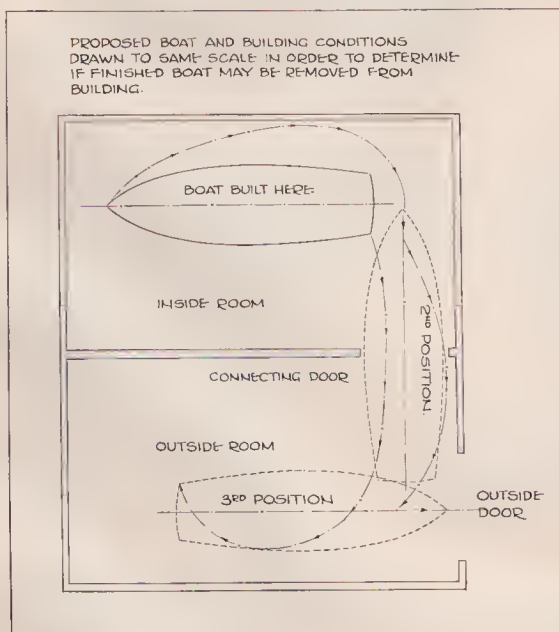
If you are building a small boat, many times it can be turned on edge and carried out by three or four persons. But with anything over 12 or 14 feet, especially an inboard, this becomes too risky a procedure to use. A boat weighs more than you think it will, and it becomes very easy to spring the hull if it is dropped. So, be sure to figure just how you are going to move the finished boat *before* you start, rather than after she is finished.

Before you get to work, and start cutting up the first piece of wood, there are a couple of other things I suggest you look into. First, is the matter of the height of the boat off the floor. Is the boat going to be sitting high enough up in the air for you to work comfortably? If you are bending over a low form for several hours at a time, you will be just twice as tired as if you had it at a convenient height. Everyone knows this, and that's why all your work counters and benches are built at a standard height of 30 inches from the floor.

Strangely enough, however, I've noticed that many designers, either through error or forgetfulness, lay out their designs with decks too low, and the bottom of the craft only a few inches—maybe a foot—off the floor. Well, you and I both know that, no matter what kind of boat you're building, there are going to be times too when you've got to get under her and do some work. Now, what kind of contortionist must you be to work in a 12-inch space underneath a boat? Yes, it can be done, of course, but it's this type of thing that annoys the amateur boat builder, and makes him want to throw his tools at the first spectator that sticks his head through the door.

In the case of Patsy, I noticed that the bottom came from 7 to 12 inches above the floor or base line. This wasn't enough for me to work under, so I just added one foot to all my vertical measurements—and set her up at a level where I could work on both top and bottom without wondering if my spine was going to unravel, or my forehead hit the planking. Just something to remember when you are studying over the offsets of your next boat.

Secondly, I have found it a lot better to buy all the lumber for your boat at one time, if you possibly can. In this way you can select it for your own purposes, and avoid the trouble of matching different thicknesses and lots later, if you have to go back for more. Then, too, professionals tell us that it's better for all your lumber to be together during the building, so (Continued on page 77)



LITTLE SKIPPER

By KATHERINE McINNIS

CRUISING on a small boat with a dog is one thing to which no sane person should subject himself! That was my firm conviction, but an ingratiating, little black creature with inquisitive, foxy ears and a vestige of a tail has knocked all my logic and arguments clean overboard.

Our dog, named Bounce because he does just that, is a Schipperke and he lives up to the literal translation of his name, "little skipper." He thinks we can't run the boat without him. This comparatively unknown breed of dogs originated in the low countries of Europe and was purposely bred small in size in order to take up less space on the canal boats where they were used as watchdogs. Bounce is a big dog in a little package and is exactly the right size for a boat.

Since he was brought up in a nautical atmosphere almost from the beginning, living aboard our houseboat tied up at a boatyard, he became early acquainted with the water which surrounded his home. Due to frequent accidental immersions in cold winter water, he developed an understandable dislike for swimming. His main difficulty was in jumping from houseboat to dock. Extreme low tides would put the porch of the houseboat four or five feet below the level of the dock. When he was a puppy, we lifted him onto the dock, but he never lacked the courage to try for himself, no matter how often he fell in. It was principally the wind which was his undoing. Sometimes it blew the houseboat farther away from the dock just as he was about to jump, widening the space and upsetting all his calculations, in much the same fashion as a sudden gust of wind causes us to fall short of our mooring. So at first because of his misgivings, he had to be coaxed aboard the sailboat, but as he became accustomed to the routine of sailing and cruising, he gained in confidence, and no longer takes any chances of getting left behind.

Now full grown, he weighs about twelve pounds, stands only thirteen inches high at the shoulders, and boasts an extraordinary ability to leap. On one memorable occasion, he jumped from the sailboat to a narrow finger pier with an excess of force so that it became instantly apparent to him and to us that his momentum would carry him right off the other side and into the water. Quick as a flash, the minute his feet touched the finger pier, he made a second and larger jump, soaring over the bulwarks of the schooner *Elsie M. Reichert* in the next slip, and landing safely on her broad decks!

When underway on the sailboat, the little animal amuses himself by trotting up and down the decks and waterways, hippity-hopping over main and jib sheets with

astounding agility and sure-footedness. He definitely enjoys the scenery and whenever we are close to shore, he takes his station at the bow or on the cabin top, sniffing the breeze and snorting with pleasure. His eyesight is very keen for a dog, and he can easily spot dogs and cats ashore from a great distance. When we are sailing on open waters, and he has nothing close by to watch, he patiently curls up and dozes quietly until something happens. His favorite daytime bed is a coil of rope, preferably in the shade, because his jet black coat draws the heat of the summer sun. He soon learned that the lee side of the cabin top under the shadow of the sail was the coolest place for him.

Although four years old, he is still a playful dog, and once entertained the veranda group at an Eastern shore yacht club by playing hockey with an empty bear bottle on the lawn. His clever footwork was almost faster than the eye could see as he pushed the bottle at top speed with his nose, stopping every now and then to run his tongue inside with obvious enjoyment, then rolling the bottle over and over with his front feet and growling at it in exasperation. Occasionally he gets bored with the long hours of inaction when we are sailing, and then he routs out his favorite scrub brush or an old glove and capers around the boat in a most unnautical fashion, growling and shaking it, while we watch, fully expecting to see him or his plaything go overboard. But it has never yet happened while underway.

He has proven his worth as a pilot. One pitch-black night on the South River, which has no lighted buoys except the flasher at the entrance, we were using a none-too-powerful flashlight and hunting vainly for a black can buoy. As I was straining (Continued on page 98)



Bounce, the Schipperke, sniffing the breeze and enjoying the scenery

HOW TO REPAIR DAMAGED PLANKS

Answer to Prize Contest Question published in the October issue—The Question: Describe and illustrate the technique to be followed in making repairs to damaged planking.

It was a sorry day for topside planking in Little Neck Bay when the gas-rationed, landlubber adults started buying small sailboats from the boys going to fight World War II. These previously landgoing adults "drove" the sailboats like they did their cars. The only words they didn't use were whoa and giddap!

I don't know how badly Bayside's cruisers fared, but Douglaston's topsides certainly suffered. Early in the siege, Sally Duck got a nice gouging from stem to stern on, believe it or not, both port and starboard! The dear ladies doing the sailing just didn't make it by Sally's anchored bow and bumped their way head-on into Sally to the stern. The ladies sailed off, tacked and again failed to clear the bow!

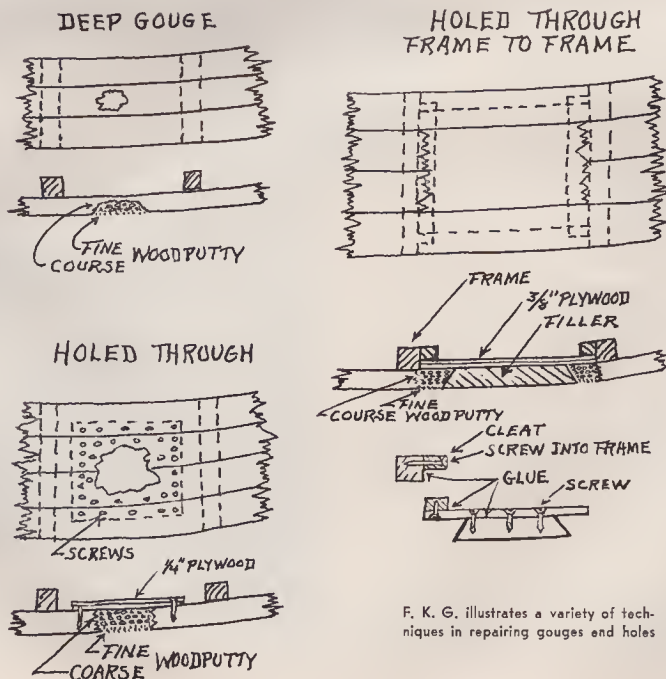
These were nice deep gouges down to $\frac{1}{4}$ -inch deep scratches at the stern. To repair the damage I first went over all gouges to remove the crushed wood fibers, taking care to prevent a sliver tearing out good wood at the edge

of the gouge. A scratch awl, a wood chisel or even a screw driver and a long-nose pliers will do this operation. I didn't try to smooth the surface, as I wanted strong, clean roughness to aid the fill-in job.

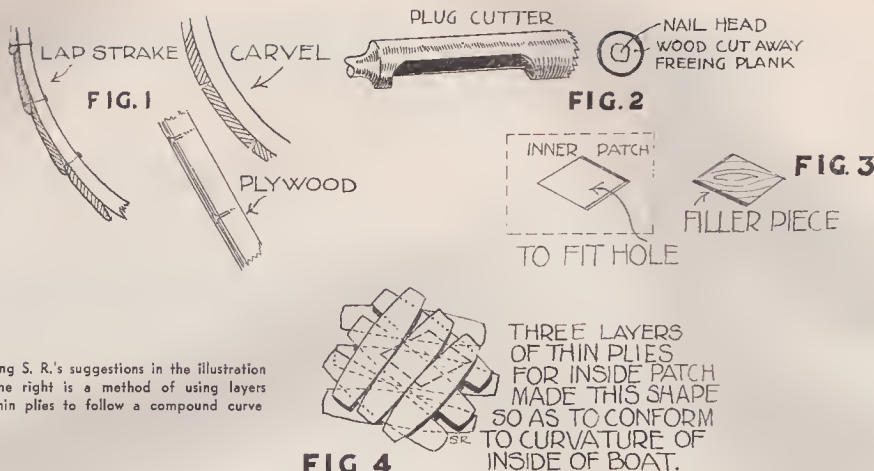
To fill the deep gouges, I mixed 2 measures of Weldwood plastic resin waterproof glue with 2 measures of rough sawdust made by the coarse blades in my home shop circular saw. These ingredients were thoroughly mixed dry and then moistened with 1 measure of water. The resultant was a stable putty.

This wood putty was forced into the deep gouges with a triangular shaped putty knife until the depression was filled to within about $\frac{1}{8}$ inch of the topside surface. The surface of this coarse wood putty was left rough to hold the finer finish coating.

Next day, I mixed thoroughly 2 measures of Weldwood glue with 2 measures of fine-sifted sawdust such as made by a finish cut circular saw blade, (borrowed my wife's flour sifter for the sifting, but cleaned it well afterward for sawdust wouldn't improve her cakes), then moistened with 1 measure of water. This finer textured wood putty was applied with a wide putty knife to the shallow gouges and to the remaining depth of the deep gouges. When the proper amount of fine putty had been applied, a clean wet putty knife smoothed the outer surface to the



F. K. G. illustrates a variety of techniques in repairing gouges and holes



Among S. R.'s suggestions in the illustration at the right is a method of using layers of thin plies to follow a compound curve

exact fairing of the topside plank or planks. If the patch had encompassed a seam between two planks, I would have scribed the surface of the wood putty to the extent that the topsides seams were visible. Next day, the finish operations of sanding and painting were done. I didn't leave much excess surface of wood putty to be sanded down as it is many times harder than the surrounding wood.

Without question, there are other powdered glues which would do a job. However, you'll have to experiment as to mixture yourself. The glue used should be waterproof and should not shrink when drying.

Sally Duck was not finished with the siege. Next she was holed through high on the topsides by the fluke of an anchor hanging over the bow of a sailboat. This hole involved two planks about midway between two frames. To effect this repair, the hole was cleaned of crushed and loose wood fibers. Next a piece of $\frac{1}{4}$ inch fully waterproof plywood was Weldwood glued and copiously screwed on the inside of the planking, overlapping the hole about 2 inches on all sides. It wasn't necessary to wait for the glue to dry, for Weldwood glue in thick creamy consistency dries by chemical action, not evaporation. The hole was filled to $\frac{1}{8}$ inch of the outer planking surface with the coarse mix of wood putty, forced hard into the edges of the hole, the outer surface scarified. Next day, the remaining depression was filled in and faired off with fine-textured wood putty. The plank edge was simulated. After setting for 24 hours, the repair was sanded and painted.

Sally Duck really got off easy or maybe she's a tough old lady. Nearby cruisers at their moorings "ran into" sail boats so strenuously that topside planking was broken clear back to frames on both sides of the contact. One nice cruiser was holed through by a bowsprit. Having made my reputation in repairing Sally, I either made the repairs or helped the handier skippers on the other cruisers.

When the planks were damaged clear to the frames, a generous cleat was glued and screwed on the hole side edge of each frame and to these cleats a $\frac{3}{8}$ -inch thick piece of waterproof plywood was glued and screwed overlapping the undamaged planks by 2 inches. The plywood

patch was fitted level with the inside edge of the planking and very carefully between the two frames.

In this repair, the area was too great to fill with wood putty alone, so a piece of wood similar to the material of the topsides was cut about 2 inches smaller, on all sides, than the hole. The depth of this filler piece was about $\frac{1}{8}$ inch to $\frac{1}{4}$ inch thicker than the topside planking to permit final fairing to the topsides. The edges of the filler piece were cut on a bevel sloped inward to help grip the wood putty.

The filler piece was glued and screwed to the $\frac{3}{8}$ -inch plywood and when the glue was dry, the filler piece was faired to approximate finished shape. After loose slivers were removed, the space between filler piece and undamaged planking was filled with coarse wood putty, fine putty, and finished as in the preceding paragraphs.

Carefully done, these repair jobs cannot be located by a shipyard painter. As to strength, the cruisers so repaired are still operating full time without evidence, after 10 years, of even a crack in the paint.

F. K. G., Douglaston, N. Y.

REPAIR DEPENDS ON CONSTRUCTION

THERE are three forms of planking in general use: lapstrake, carvel and plywood. See Figure 1. Lapstrake planking is the most difficult to repair, since each plank is lapped by the next plank above. With care it can be done and must be done as the only alternative to suffering a leaky boat, or abandoning it. (Continued on page 100)

PRIZE CONTEST

QUESTION FOR FEBRUARY CONTEST

Discuss, and illustrate, some of the specialized tools of value to the boatbuilder.

(See page 100 for Contest details)

☆ C. G. JUNIOR ☆ an able outboard motor skiff

DESIGNED ESPECIALLY FOR MOTOR BOATING BY WILLIAM AND JOHN ATKIN

THIS month there comes over the horizon a useful, safe, and very practical kind of flat bottom skiff. The design shows a boat 14 feet 10 inches in overall length, 14 feet on the water line, 4 feet 4 inches in breadth, and 4½ inches in draft: the latter being the draft of the hull with two average weight men aboard. The completed boat without any one aboard and without the outboard motor will weigh approximately 190 pounds, provided, of course, the boat is built of the materials specified in the plans. So, you see, there is ample displacement provided for something more than the weight of two men and an outboard motor of modest power. The designed displacement of the little (or should I say big) skiff is very close to 550 pounds.

The freeboard at the stem is 1 foot 10 inches, the least freeboard is 13 inches, and the freeboard at the stern is 16½ inches. Therefore, even if carrying three average weight men, the boat will still remain buoyant, and the least freeboard will approximate a height of 12 inches. Now, if the ladies, children and gentlemen will *sit down and remain seated*, hovering close to the middle thwart, it will take a lot of very choppy water to overwhelm this craft by swamping.

My observation over a great many years has been that most people that go afloat in small boats like to stand up, or at least to sit on the rails, the stern or the tip of the stem. At any rate the higher the elevation the better they enjoy the pastime of fishing and boating.

In this matter it is unfortunate in his crossing of the Delaware River one Christmas Eve a long, long time ago that General George Washington stood erect. For posterity that revered gentleman and soldier (but not seaman) set an unfortunate example. There are all too many who follow the general's dangerous example. It is unfortunate for future grown-ups that the school history books do not show some experienced waterman like my old friend Captain Frank Ott of Huntington properly sitting and rowing a wholesome skiff. With a homespun illustration of this character before the children mayhap, in the future, safety in small skiffs would be promoted.

In extenuation of the thousands of people that rent rowing and outboard skiffs from the average rental setups which cluster wherever water reaches a convenient highway, and a prospect of angling for fish beckons, I must say that on the whole the boats put into the hands of inexperienced (or for that matter, experienced) men, women and children, are not always adequate.

Many of these boats are too heavy, too slab-sided, too shy of freeboard, too cranky, and too small. In some the thwarts and seats are too close to the gunwales, a feature which elevates the center of gravity of people aboard. A low freeboarded skiff of 12 feet length and 4 feet breadth is entirely too small to carry in moderately choppy water more than two average weight persons, plus an outboard motor, fishing gear and things to eat and drink. It is nothing unusual to see four grown persons in a boat of this size. In rough water and strong winds with two persons aboard they are dangerous.

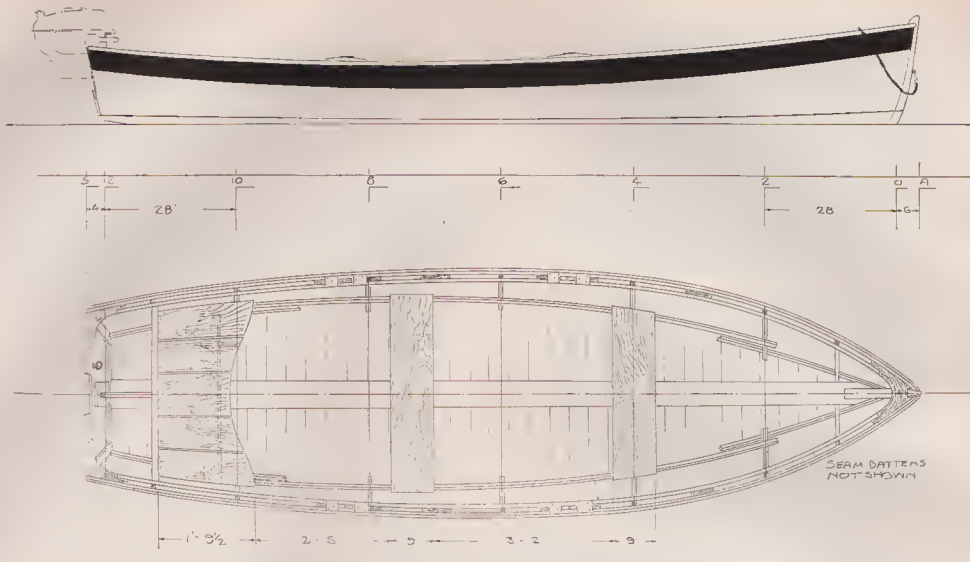
So it may not be amiss to suggest a more able and larger outboard motor skiff than we customarily see tied up in rows along floats, on the ends of pulley lines, hauled up on the beaches, and in use generally for both profit and pleasure. To follow up the suggestion, here are the designs of a wholesome, able and easily propelled flat bottom skiff. One that can take a bit of a beating and not too easily dump its passengers into the sea.

The name this month is C. G. Junior. Now this might indicate an acquaintance of ours: Charles Grover, or another Clara Graves. And to some the name might refer to the Coast Guard. Undoubtedly there are many C. G. Juniors in the world, so pick your own. But I rather feel this is the only C. G. Junior which is a 14-foot 10-inch flat bottom skiff, a distinction in itself.

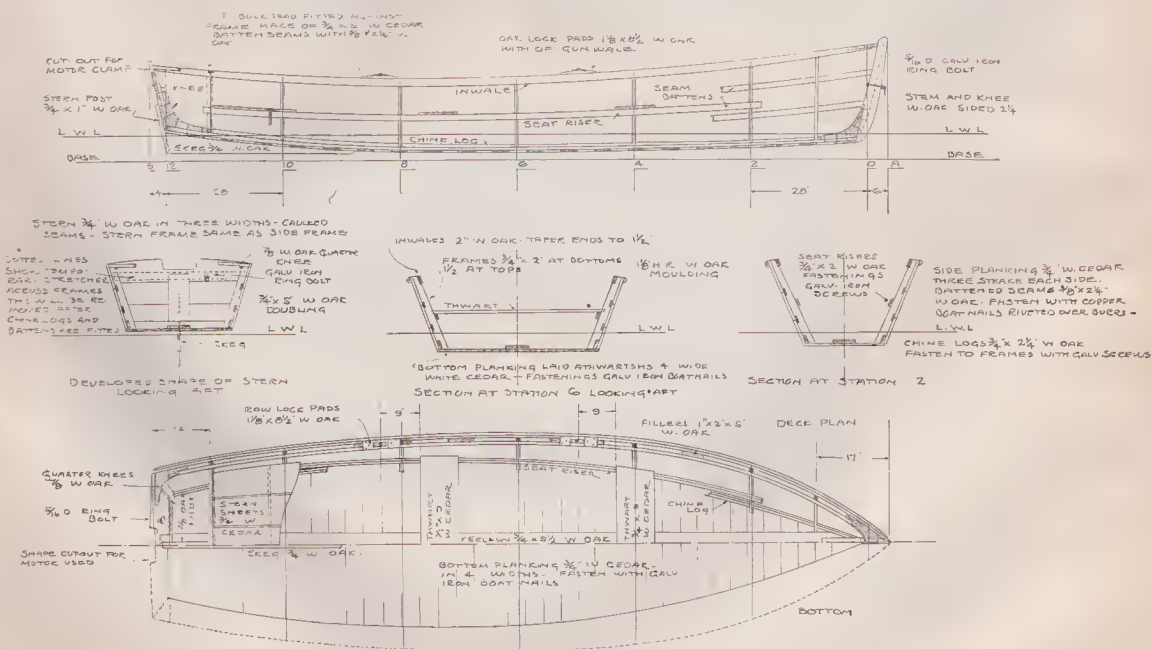
The drawing of the lines shows a form having a ship-shape sheer, slightly curving stem, modest overhang at both ends, and sufficient flare in the topsides to give reserve buoyancy above the water line. The topside flare also assures dryness in choppy water, a feature which should be looked for in every skiff. The fore-and-aft sweep of the bottom is designed to provide speeds up to 8 miles an hour without excessive settling by the stern, and furthermore is of a form which will permit very low speeds for trolling or working among closely anchored boats, navigating narrow waterways, and safely maneuvering when making a landing alongside floats, docks, and other vessels. We have also borne in mind the matter of rowing as a means of propulsion. It is comforting to know that the skiff will behave well under the urge of oars.

In building and fitting any small open boat especial attention must be given the location and security of the oar lock sockets. These should be mounted on white oak pads as shown and the space between the inwale and the planking fitted with the white oak fillers as shown on the deck plan drawing. The hole to take the barrel part of the socket should be a tight fit without slackness anywhere. And then fasten the socket with long screws of a size to fit the drilled holes and countersinks of the socket plate. The oar locks must have suitable lengths of chain with toggles at their ends against the chance of jumping out and going overboard. Most rowing boats have oar locks which are too small for the diameter of the looms of the oars used. Consequently if an oar is lifted the oar lock lifts with it.

The deck plan of C. G. Junior shows two thwarts and the stern sheets. These are placed well down in the boat and it will be noticed there are no seating accommodations in the bow. It will also be noticed that there is a watertight, or secondary stern in the boat. This is placed 14 inches forward of the actual stern transom; the spacing will depend upon the size of the motor to be used. In rough water, especially if the boat is not underway, water is all too likely to slop into the boat through the cutaway opening required for the attachment of the motor. If this happens in C. G. Junior only the stern compartment will be filled; a much better situation than the same amount of water slopping around in the bilge and increasing every



Length overall 14 feet 10 inches
 Length waterline 14 feet 0 inches
 Breadth 4 feet 4 inches
 Draft 4 1/2 inches
 Speed 8 m.p.h.
 Approximate cost, complete \$215.00



time a wave climbs over the notch in the stern. And speaking of water in the bilge every small open boat should be made to carry a first class wooden boat scoop. Tin cans and glass jars are very poor things to use for bailing.

Every boat large and small should also carry an anchor and at least 100 feet of anchor cable. For C. G. Junior the anchor should weigh at least 10 pounds. There are several suitable types of anchor; 5/16-inch diameter Manila 100 feet in length is none too much to have handy in a boat of this size and type.

Like every other small or large boat the lines of the 14-foot 10-inch outboard motor skiff should be laid down on heavy paper, wall board, or the building floor at full size. All the dimensions for proceeding with this work are given on the drawings of the lines. I know of no way in which to build a boat from plans without this preliminary full size drafting. The building forms are made from these lofted lines; not from the small scale drawings of the architect.

There will be five forms and the stern transom. The forms will be set up on the station lines. These are spaced at 28-inch intervals. The head of the stem will be 6 inches forward of Station 0; and top of the stern 4 inches abaft Station 12. The most convenient way to build a skiff is bottom side up. This being the case the plans show a base line 24 inches above the L. W. L. (because the boat will be bottom side up) and this line represents the building floor. The distances shown between the base line and the sheer line, 3 inches at station 0; 7 inches at station 2; 9½ inches at station 4; and so on, indicate the heights the sheer line will be above the floor. Therefore these measurements must be added to the side members of the forms. Or to make it more clear, added to the heights of the sheer from the L. W. L. at all the stations. Thus it will be seen that when the forms are set up on a level floor the sheer line and the sweep of the bottom will be exactly as shown on the plans. Also

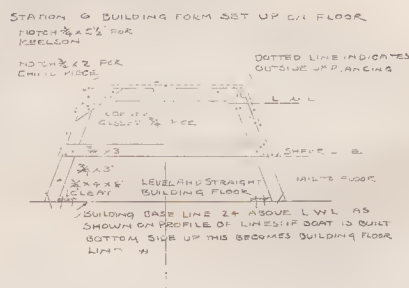
if a line is run through each L. W. L., as marked on the forms, it will be a perfectly straight line.

The forms will be made as shown in the drawing of the mould at station 6. Dimensions and details are included in this drawing and should be perfectly clear as to what is intended and required. Needless to say, the forms, the stem, and the stern must be carefully set up, plumb, square across the fore-and-aft center line, and to the exact intervals shown on the plans. See that they are securely fastened against movement in any direction.

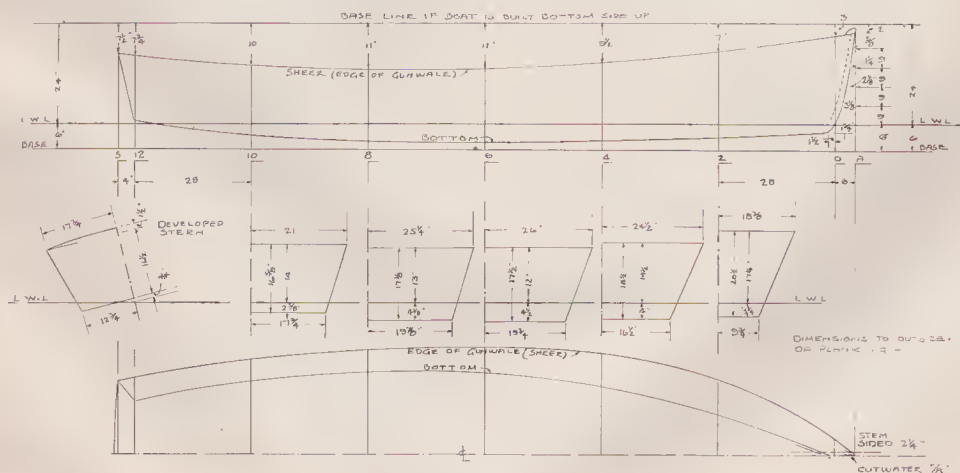
The stem will be made of white oak, or some other suitable hard, strong wood. It will be sided 2¼ inches and moulded as shown. The stem knee will be made of the same kind of wood. The knee will be fastened to the stem with long galvanized iron screws. The rabbets to take end hood-ends of the side planking should be cut before the stem is set up. To those to whom boatbuilding is a new pastime I suggest getting a copy of *MOTOR BOATING's* Ideal Series book *Motor Boat Building*, Volume XI. In this will be found directions with illustrations covering not only the laying down of lines; cutting rabbets; spiling for planking; but every process involved in the building of small boats.

The stern will be planked over a frame made of ¾-inch white oak. At the heels the frames will be 2 inches

(Continued on page 102)



Below: Dimensions from which the forms are to be made.
 At right, construction of a typical form at station 6



RESEARCH KEEPS

B.F. Goodrich

FIRST IN RUBBER



Photo courtesy Correct Craft, Inc.

Lower maintenance costs with B. F. Goodrich Cutless bearings

Keep pleasure crafts a pleasure with BFG bearings

YOU won't get much fun from your pleasure craft when she is often in dry dock for bearing and shaft repairs. Sand and grit work into a hard-surfaced bearing, grind it down and roughen its surface. The shaft is scored and "wobble" is likely.

This doesn't happen when you use B. F. Goodrich Cutless bearings. When sand or grit works into a Cutless rubber bearing, particles are pressed down by the shaft into the soft rubber lining,

rolled into the water grooves and are washed away without doing any harm.

You can save the bother and expense of bearing and shaft repair by changing over to (or specifying on new boats) B. F. Goodrich Cutless bearings. These bearings often outlast hard-surfaced bearings as much as 15 to 1. Cutless bearings reduce vibration and the throbbing and thumping of the propeller shaft.

It's easy to change over to B. F. Good-

rich Cutless bearings. In most cases, bearing dimensions need not be changed. Our engineers or your marine equipment dealer will gladly help you. *Lucian O. Moffitt, Inc., Engineers and National Distributors, Akron 8, Ohio.*

B.F. Goodrich
Cutless
PROPELLER-SHAFT
Bearings



CRUISING WITH SAFETY

The Fourth Edition of the handsome book *Cruising with Safety* has just been published by the Texas Company, through its Marine Sales Division. It illustrates with some of M. Rosenfeld's finest photographs, the proper method of operating a boat with due regard for all safety precautions. It covers such things as Engine Care, A Trouble Shooting Guide, Correct Method for Laying up the Engine, Fitting Out, Manners Afloat, Rules of the Road, Knots and Lines, Anchoring and numerous other interesting subjects.

★ ★ ★ ★

Sales of the Whirlwind molded plywood outboard runabouts, made by Molded Products, Inc., Cockeysville, Maryland, are now running at least 50 percent ahead of the same period for 1950, according to E. C. Hewitt.

SALTY GIFTS

A new catalog, *Salty Gifts and Seaworthy Gadgets*, has been prepared for distribution to pleasure boatmen by the Crow's-Nest, dealers in nautical specialties. Included are new and practical items for galley, chart table, and engine room, as well as decorative accessories for deckhouse or den. Write for Catalog A to The Crow's-Nest, 475 Fifth Ave., New York 17, N. Y.

★ ★ ★ ★

At a recent meeting of the Seattle (Wash.) Yacht Club, Lou Fagool, in recognition of his outstanding achievements in race-boat driving and other fields, was elected to the first honorary membership in more than 50 years of the club's history. Dr. R. Philip Smith, at the same meeting, was reelected commodore for 1952.

CITRUS CIRCUIT REGATTAS

A total of 15 regattas are now scheduled for Florida Citrus Circuit, according to Rad Welles of Fort Lauderdale, chairman of Region 5 of the American Power Boat Association. The opening event is the annual Orange Bowl Regatta at Miami, December 29-30. The weekends of March 9-10 and March 16-17 have been set aside as open dates.

★ ★ ★ ★

A booklet entitled *What Do G.M. Diesels Do?* which describes the many uses Diesel engines fulfill in our modern economy has just been reprinted by Detroit Diesel Engine Division of General Motors. Copies are available to individuals or as an educational piece for schools, libraries, reception rooms, etc., from Detroit Diesel distributors and dealers or direct from Detroit Diesel Engine Division, General Motors Corp., Detroit 28, Michigan.

★ ★ ★ ★

Selection of an All-American Boating Family will be made at the 42nd annual National Motor Boat Show in Grand Central Palace, New York, Jan. 11-19, according to Joseph E. Choate, manager of the national exhibition. Any individual may nominate a family, including his own, for the title. Information on the method of nominating may be received by writing the National Association of Engine & Boat Manufacturers, 420 Lexington Avenue, New York, N. Y.

MERCHANT MARINE FLAG

A new flag has been proposed for the American Merchant Marine, having thirteen horizontal stripes (alternate red and white) and the union a large white anchor placed diagonally in a blue field. The flag would not replace the national ensign but would be optional on American merchantmen. Legislation has been introduced to authorize it.

★ ★ ★ ★

Supplementing its recent release on conditions of the Intracoastal Waterway in the Chesapeake Bay area, the U. S. Army Corps of Engineers has issued a quarterly bulletin on channel conditions from Norfolk, Virginia, to the St. Johns River, Florida. A copy may be secured by writing Corps of Engineers, U. S. Army Engineers, Post Office Building, Savannah, Georgia.

TROJAN DISTRIBUTORS

John F. Creamer, president of Wheels Incorporated, with branches at New York, Newark and Albany, announces the addition of a full line of Trojan boats as a companion line to Mercury outboard motors. Trojan boats, with a conveniently located factory at Lancaster, Pa., provides direct trailer delivery to dealers of the Eastern market. Wheels Incorporated will carry all marine accessories relating to the outboard boat field and will publish a marine catalogue.

LECTURE SERIES AT MYSTIC

The Marine Historical Association at Mystic, Conn., is currently conducting a series of lectures and films. The series started in October with a discussion by Count Felix von Luckner. In December Commander Alan Villiers, former skipper of Joseph Conrad, will lecture. In January, Vilhjalmur Stefansson, Arctic explorer, will lecture. In February Lt. Col. John D. Craig will discuss Hispaniola. During March, Eugene O'Neill will present the film *The Long Voyage Home* and in April, Ivan Sanderson will show an exclusive television film made at Mystic Seaport.

★ ★ ★ ★

The Radiomarine Corporation of America has added another link in their nationwide chain of marine coastal radio stations with the opening of a new radio-telephone station near Pittsburgh, Pa. Using call letters WCM, the new station is located at Irwin, Pennsylvania, 12 miles from Pittsburgh. WCM will operate in conjunction with Radiomarine Station WGGK at St. Louis, Missouri, to provide a complete and reliable radiotelephone communications service for both commercial and pleasure craft navigating the Ohio, Allegheny and Monongahela Rivers and connecting waterways.

A SAILOR'S TREASURY

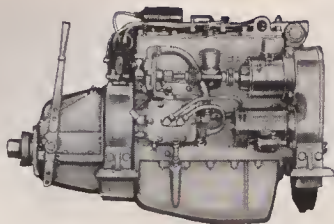
Frank Shay and Edward Wilson have just published another seagoing book through W. W. Norton & Co. under the title *A Sailor's Treasury* (\$3.75). It contains the lore, myths and superstitions, legends and yarns, and salty speech of American sailors in the days of oak and canvas. All types of ships are represented in the book including men-of-war, whalers, coasters, fishermen, and rivermen.

★ ★ ★ ★

The Mid-Winter Star Class Championship for the Cup of Cuba will be held at Havana, Cuba, from January 26 to February 2, 1952, according to George W. Elder, chairman of the International Star Class Yacht Racing Association. Competition for the mid-winter title was first held in 1926.

M. T. A. PRESIDENT

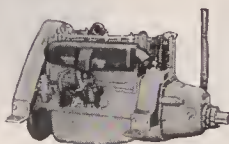
George K. Mikkelsen, Manhasset, N. Y., vice president and general manager of the Oluf Mikkelsen Company, New York City, has been elected president of the New York Marine Trades Association, succeeding William T. Higgs, president of Higgs Marine Service, Inc., Bronx, N. Y. Mikkelsen was formerly chairman of the MTA's Fair Trades Practices Committee. Also elected to office, for one-year terms are: Darius W. Sylvester, Rockville Centre, N. Y., executive vice-president; Harry Morris, Jr., New York City, treasurer; and Harris C. Parsons, Great Neck, N. Y., financial and recording secretary. (Continued on page 65)



Headquarters for SMALL FOUR-CYLINDER ENGINES

ELEVEN POPULAR MODELS

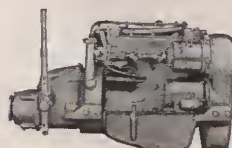
| | | | | |
|------------------|-------|----------|---------|-----|
| Light Four-69 | 16 hp | 1800 rpm | 370 lbs | 29" |
| SeaScout Four-91 | 25 hp | 2000 rpm | 390 lbs | 30" |
| Lugger Four-112 | 31 hp | 2200 rpm | 390 lbs | 31" |
| Lugger Four-162 | 42 hp | 1800 rpm | 565 lbs | 33" |
| Express Four-140 | 55 hp | 3000 rpm | 545 lbs | 32" |
| Express Four-162 | 63 hp | 3000 rpm | 565 lbs | 33" |
| Phantom Four-45 | 45 hp | 3600 rpm | 390 lbs | 29" |
| Phantom Four-62 | 62 hp | 3600 rpm | 515 lbs | 32" |
| Phantom Four-75 | 75 hp | 3600 rpm | 540 lbs | 32" |
| Fireball Four-50 | 50 hp | 4000 rpm | 395 lbs | 29" |
| Fireball Four-90 | 90 hp | 4000 rpm | 540 lbs | 33" |



Light Four, tops for trolling boats, for 18-20' cruisers and 25' auxiliaries

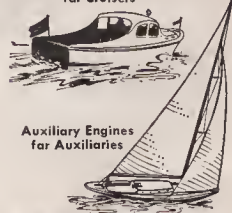


Sea Scout, Lugger style of 91 cu. in. size and Phantom Four-45 for runabouts.



Lugger Four-112, shown here with 2:1 reduction gear, robust kicker for a medium-sized auxiliary.

Cruiser Engines for Cruisers



Auxiliary Engines for Auxiliaries



Runabout Engines for Runabouts

These are the sturdy little engines that power the small boats of America. They are also known and preferred around the world because Gray's unequalled volume makes possible finest quality. They are unique, for no other manufacturer supports such a range or selection. They are specified as standard equipment in nearly all of the stockboats, and for a reason.

Note how they conform to the engineering principles which Gray originated. First in the list above are the Luggers, slow speed engines, best for lugging big propellers such as in heavy utilities, trolling boats, and of course auxiliaries. Further down the list you find the higher speed models, for small fast runabouts.

Gray also builds a similar range of six cylinder engines, both gasoline and Diesel, covering the useful power range to 180 hp.

Are You Building Your Own from a Boat Kit? Do You Want an Electric Starting Inboard?

The growing popularity of the excellent boat kits now offered by several manufacturers has greatly increased our volume on these small engines. For such installations, the tough little Gray "Fours" are made-to-order. They're compact, completely equipped, and they waste no power on a useless weight to lug around. Best of all, there's one to fit your boat exactly, so it will do its best. It will repay what you paid for it many times over, in pleasure and satisfaction.

Gray Marine Motor Company Detroit 7, Michigan



SEE THESE AT THE NEW YORK MOTOR BOAT SHOW

Gray's annual exhibit at the New York Motor Boat Show, January 11-19, will include twelve representative models, both gasoline and Diesel, for small boats and big boats. We will show for the first time a four-cylinder engine with counterbalanced crankshaft, smooth as a "Six", another Gray "first." Also a new 100 hp lightweight Diesel, developed for the U. S. Navy, a new automatic temperature control for small 4-cylinder engines, and many other items of interest.

GRAY



Free to boat owners, this 56-page catalog

MARINE MOTORS GASOLINE DIESEL

Gifts

FOR THE SKIPPER AND CREW

1. Pioneer Polaroid variable light sun glasses eliminate glare from light rays; thus reduce eye strain. Intensity of rays transmitted by the lens can be adjusted to varying light conditions. \$4.95 with case. Pioneer Scientific Corp., Great Neck, N. Y.



2. These splendid 6x30 or 8x30 mm Hensoldt binoculars are recommended for their fine optical quality and sturdy light-weight construction. Exclusive Hensoldt construction—less bulky, easier to carry and hold. Porro type (left) 6x30, \$102; 8x30, \$112. Roof prism type (right) 6x30, \$120; 8x30, \$129. Excise tax extra. Available through Hensoldt dealers or Carl Zeiss, Inc., 485 Fifth Ave., New York 17, N. Y.



3. Compass Cuff Links—Compass Tie Bar. Cuff Links, \$6; Tie Bar, \$6; the set, \$12. (20% Fed. Tax included). From the Crow's-Nest, 475 Fifth Ave., New York 17, N. Y.

3



4. The Launcher Chart Case (originally used by the Government for Launcher Rocket Guns) is the ideal protection for navigational charts. Watertight, it floats. \$6.95 east of the Mississippi (\$7.45 west). Midwest Specialty Supply Co., 504 Uhler Bldg., Marion, Ohio.

4



5. Battery in the Wheat Spotlight is re-chargeable by plugging in to 115-V. 60-cycle current. More economical than dry cells, it throws a half-mile beam. Made by Koehler Mfg. Co., Marlboro, Mass. \$26.95.

5



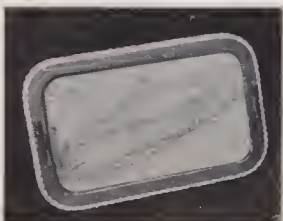
6. Robeson guaranteed cutlery, featured by Ovington's, 666 Fifth Ave., New York 19. The deluxe custom gift set illustrated, in walnut chest, contains utility knife, scimitar knife, steak fork, chip knife, carving fork, 6 steak knives and forks. Set, \$75.00. Steak knives in leather box—set of 6, \$25.00. Set of 8, \$30.00.

6



7. Refreshments, however delectable, take on a more nautical flavor when served from a tray displaying your favorite chart. Honduras mahogany, polished brass cleat handles, and rope trim. \$25.95 at The Epicure's Mart Inc., 133 E. Putnam Ave., Greenwich, Conn.

7



8. Fiberglass insulation on the Deluxe Pailmaster keeps cold drinks and frozen foods cold (or hot foods hot) for hours. Twelve-quart white enamel pail. Lewis & Conger, Avenue of the Americas and 45th St., New York City. \$18.00.

8



9. Tool Kit in miniature. A tiny leather suitcase, plush-lined, holds this handy assortment of imported tools. Included are a hammer, auger, reamer, two screwdrivers, pliers, saw, and ruler. \$17.50 at Abercrombie & Fitch, New York.

(Continued on page 66)



The new "41" Double Cabin with Flying Bridge is most complete.

FOR 1952

A LARGER, LONGER MATTHEWS

FEATURES

Length 41' Beam 11'8"
Draft 3'2"

Sleeps 6 • 2 toilets • Speeds to 24 MPH available • Electric water pressure system • Hot water and shower available • Complete flying bridge with controls • Dual Controls and Navy Top available • Fishing Chairs on Bridge, Fish Box and other fishing gear available.

* * *

Write today for free catalog

THE smoothest riding Matthews we've ever built—the "41" Double Cabin Flying Bridge. The extra foot of length makes a surprising difference in the interior and a notable improvement in her near perfect hull performance.

Take the wheel and experience her easy handling—note the improved visibility ahead with the slightly lowered freeboard at the stem.

The "41" Double Cabin with Flying Bridge is now being demonstrated in the water at our Miami branch office. You are cordially invited to stop in and see her.



THE MATTHEWS COMPANY

PORT CLINTON 4, OHIO

DEALERS COAST-TO-COAST

In Miami—Matthews Cruisers, Inc., 1825 Biscayne Boulevard

"Wherever you cruise . . . you'll find a Matthews"

Power Squadrons



Activities Planned for Annual Meeting

The big event of the year for members of the USPS is the annual meeting which will be held at the Hotel Astor in New York City on January 11-12, 1952. This year the meeting is particularly important as a new chief commander will be elected. The present head, Chief Commander A. N. Clifton of Longmeadow, Massachusetts, has steered a remarkably good course for the past two years. He will take the junior chair in that most exclusive circle which is known as the Past Chief Commanders' Club. During his term of office he has devoted thousands of hours to the USPS. Last spring he flew to the Pacific Coast and visited Districts 13 and 16, where he was received with marked enthusiasm.

He has visited every one of the 16 USPS Districts and many of the 126 squadrons. In October he flew to Houston, Texas, to attend the first fall conference of District 15. Two weeks later he spent the week-end in Taunton, Massachusetts, for the conference of the newly-formed District 14. He has set a pace which it will be difficult for future Chief Commanders to follow. Last January he set forth as one of his objectives for this year an increase of membership to 16,000 in 125 squadrons. The membership passed this mark in September and there are now 126 squadrons with a good possibility that one or two more will be added before the year is over. In addition a new course in sailing has been added under his regime. He saw the need for redoubling our efforts in teaching safety and organized the General Safety Committee which is doing an excellent job.

Friday, January 11, will find hundreds of squadrons from all over the country gathered at the Hotel Astor to hear the talks given at the District Commanders' Meeting. All during the two days members and friends will wander through the exhibit rooms where they will see the many interesting and instructive devices used in teaching. Many trophies for predicted log races will be on display. In addition many agencies of the Government, such as the Hydrographic Office, Special Devices Center of the Navy, the U. S. Coast and Geodetic Survey, and the Merchant Marine Academy will have fine exhibits.

Friday evening there are three different events going on, so that members have a choice of what they wish to do. This year the exhibit rooms will be open especially for those who are unable to attend the afternoon meeting. Many squadrons in the Metropolitan area are planning to meet their friends there during the evening. As an added attraction, J. Milton Peterson, chairman of the exhibits committee, has planned to show a movie of special interest to those interested in the sea.

Planetarium Meeting

Every year the N Club of New York holds a meeting Friday evening at the Hayden Planetarium. This is a club composed of USPS members who have a navigator's rating and who have been elected to the club. However, the Planetarium meeting is always open to the public and all members and friends of the USPS are especially invited. This year an unusually interesting program on interplanetary navigation will be given. If you wish to have both an instructive and entertaining evening, be sure to go to the Planetarium.

The third event Friday evening is the opening of the National Motor Boat Show at Grand Central Palace. It is not necessary to do any selling on this annual event, which attracts people from all over the country. However, everyone should be reminded that the USPS has a booth on the 4th

floor. This is manned day and night by various members from many squadrons. George Mohr is again chairman of the committee which arranges for this booth. A log is maintained for visiting squadrons and in the past over 1,100 sign each year.

On Saturday morning the educational committees hold their meeting. Speakers will discuss many topics of interest relating to squadron classes and the many courses which are given. Members also have the opportunity to meet the course chairman and to discuss individual problems.

At noon the governing board luncheon is held. This is followed by a short meeting of the governing board at which the chief business is to award the chief commander with a merit mark. Following this is the annual meeting of the delegates. At this time any amendments to the constitution are voted upon and reports of the top national officers are given. Then the election of the new officers takes place.

Ladies are never overlooked at the annual meeting. On Saturday there is a special ladies luncheon and tickets are available for the leading hits. This year National Flag Lieutenant Jack Stevenson has arranged for tickets for "Remains to Be Seen," "Music in the Air" and "The Moon Is Blue."

In the evening comes the climax of the two-day affair. The annual dinner dance includes a marvelous floor show which you couldn't see anywhere else at twice the cost. Roy Pierce, who has been chairman of the annual dinner committee for ten years, says that this year the show will be better than ever.

Another Squadronite Makes A Rescue

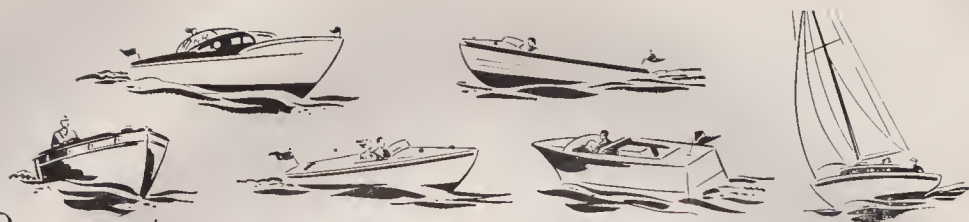
Last month we told how Roy Fox and Herbert Cox of Patapsco River Squadron made a rescue of three in a sailboat. Now another member of the 5th District has made a rescue, Chick Milligan of Absecon Island was in the Navigators' Contest of the Delaware River and Absecon Island joint rendezvous in Ocean City, N. J., when he noticed a sailboat in difficulty. Suddenly the sailboat capsized. Chick immediately headed for them and had his crew prepare life-saving equipment. Three survivors were alongside the sailboat and the fourth was under the craft. All were saved and the boat was towed in. Due to these unusual circumstances the committee allowed Chick to run the course a second time.

News From the 126 Squadrons

Hartford, Connecticut, started off the educational season with a fine lecture on safe handling of small boats by Lionel B. Clark, who has built five boats for his own use. More than a hundred are enrolled in their piloting class. . . . William Henderson is the new commander of Lake George Squadron. . . . Mohawk-Hudson in New York State is sponsoring a new unit which will be known as the Sacandaga Squadron. Bob Reppenhagen will be the top officer. . . . Norwalk, Connecticut, has the largest piloting class in their history. . . . At Bayside, Long Island, Les Behan was presented at their October meeting with a framed resolution in honor of his outstanding rescue of 12 persons in the Pelican disaster. He also received a citation from the Coast Guard for his heroic work. Included in the program was the showing of Captain Irving Johnson's movie, *Around the Horn in a Square Rigger*. This squadron is now conducting four piloting classes and two advanced piloting classes in addition to other courses.

Further out on Long Island the newly-formed Captree Squadron has piloting classes at Amityville and Lindenhurst. Later on one will be run at Babylon. . . . Late in September Absecon Island (Atlantic City) and Delaware River (Phila-

(Continued on page 104)



KERMATH SEA-CUB

15 H.P. MEDIUM-DUTY • 25 H.P. HIGH-SPEED

**A HIGHLY PERFECTED,
EFFICIENT FOUR-
CYLINDER MARINE
ENGINE**

**ADAPTABLE
TO MANY
TYPES OF
BOATS**

SEA-CUB — 4 cyl.; 4 cycle; I-head type; 2 1/4" bore; 3" stroke; 65 cu. in. piston displacement. Reduction gears available on both medium-duty and high-speed models.



In this rugged little Sea-Cub, Kermath has engineered a compact power plant that, for economy of operation, proven dependability and wide application to boats of many types, has no equal in its class.

Weighing less than 300 pounds and measuring less than 30 inches long, Kermath's Sea-Cub is a complete marine engine in every detail: the full marine type carburetor with flame arrester and anti-drip feature combines with air horn for withdrawal of crankcase fumes; mechanical fuel pump is standard equipment; a bronze water pump is independently driven as are the generator and distributor; a magnetic starting switch is included at no extra cost. *These and other accessories and fittings are ordinarily found only in more costly engines.* Complete owner satisfaction is further guaranteed by the Sea-Cub's adaptability to many types of watercraft including high-speed runabouts, cruisers, yacht tenders, lifeboats and fishing craft, in small utility craft, workboats, and as ideal auxiliary power in sailboats.

See the Sea-Cub at your local Kermath dealer's and check its advantages for yourself. *You'll agree it's the outstanding "4".*

For further details and specifications, see your Kermath distributor or write to—

KERMATH MANUFACTURING COMPANY

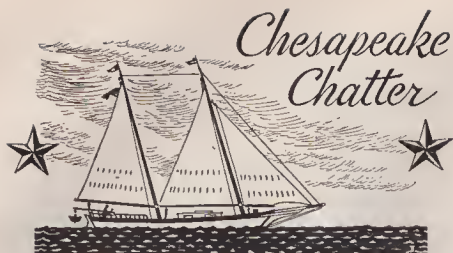
5879 Commonwealth Avenue—Detroit 8, Michigan

Canadian Plant: Kermath (Canada) Ltd., 619 King Street, W., Toronto 2, Ontario

NOTEWORTHY FEATURES OF THE SEA-CUB "4"

- 1 CRANKSHAFT** is a heavy carbon steel forging, having three extra large 2" diameter bearings, statically and dynamically balanced.
- 2 CYLINDER HEAD** has modern designed combustion chambers which provide high turbulence and anti-knock features using regular fuels.
- 3 REDUCTION GEARS** available in several ratios. Pressure lubricated from engine.
- 4 EXHAUST MANIFOLD** is true marine type, fully water-jacketed with removable flanges permitting exhaust to be taken from either end.
- 5 ELECTRICAL SYSTEM** has six-volt starter and generator. Generator Vee belt driven. Distributor automatic spark advance.
- 6 LUBRICATION** provided through gear pump furnishing regulated pressure to all main and connecting rod bearings and to the revet gear.

BUY A KERMATH GASOLINE OR DIESEL MARINE ENGINE... 5 TO 580 HORSEPOWER



Time turned backward on the Chesapeake as last month began.

Thistle, Freedom, Mayhap and East Wind—great sailing yachts the like of which no one can afford to build in this modern age—raced in honor of the schooner America, which would have been 100 years old this year had she not gone to pieces at Annapolis during World War II.

The oyster-dredging season opened November 1, and out sailed the fleet from the past. The schooners Mattie Dean, and Anna and Helen, the bugeyes Thomas Freeman and R. H. Dougherty, the skipjacks Robert L. Webster, Mamie Mister, Flora R. Rice—these and many more with names as picturesque—came out to work under sail alone, just as they had worked for the grandfathers of their present skippers.

To make perfect the illusion that days of yore had returned, the month was ushered in by the sort of weather Grandfather used to say was normal when he was a boy. Storms whistled in from the nor'west and east, and wound up snarling out of pure sou'west.

Southbound wild fowl crowded on knots as thermometers skidded to below freezing. The oystermen, their seams still unswelled after a summer of idleness, took it green on decks with the last reef tucked, and the crews were divided half to the dredging gear, half to the pumps.

Rendezvous by Car

The Sailing Club of the Chesapeake scheduled a rendezvous on the Eastern Shore as guests of Lowndes Johnson. They kept it—by automobile. Mayhap lost every sail in the locker during the course of the kingsize yacht race. Crews of all four took a day to thaw out after more than 100 miles of sailing from Annapolis to Point No Point and back.

Freedom, of the United States Naval Academy, only schooner in the contest, won it both boat-for-boat and on corrected time with Commander Bob Hinckley, Bermuda race veteran, at the wheel. Second, under a modified Cruising Club rule of handicapping, was the 102-foot bronze-hulled Thistle, property of George Breed of Washington.

Commander John G. Lyman's East Wind, the Nazi-built ocean racing challenger taken at war's end for an American prize, was third, and Breed's brother Dick chased them home in old Mayhap with her butternut-panneled main cabin.

Freedom was victor because her gear held, and because her all-Naval Academy crew handled her like a Star. Her three yawl-rigged competitors, which mostly jog around the Bay and rarely get a real shaking down, all lost sails and rigging, and their hastily assembled afterguards of a score or more each were not what might be called exactly precise in their handling drill.

Sponsor of the contest, which was adjudged so successful it will be repeated in all probability next year, was the local boating magazine Chesapeake Skipper. The main prize was a plaque made of teak planking salvaged from America, which was broken up at the Annapolis yard of John Trumpy and Sons.

Annapolis Fall Series

On the first three Sundays in October, before the early taste of winter came along, the Annapolis Yacht Club completed its fall series of three races. The last event of the

year bearing the Chesapeake Bay Yacht Racing Association sanction.

The most notable win was that scored by Dr. R. N. Calvert's Pearl II in Class C of the cruising division. Pearl, based at Galesville's West River Sailing Club, is a Lake one-design laid down some years back. Although local yachtsmen consider her out-designed nowadays, she beat the daylights out of modern opponents.

Carleton Mitchell's Caribbee of the host club won Class A, and Norman Owens' Fandango, Gibson Island Yacht Squadron, took first in B. A little bit of a "minimum cruiser" designed by Ed Burgess and owned by William L. Green—both are from Annapolis—was the Delta winner, and best racing division boat was the R-boat Mary E, Howard Jones, Potapuskut Sailing Association.

Other first prize winners included H. H. Mablan, Indian Landing Boat Club, Comets; Sandy Bowers, Cooperstown, N. Y., Stars; and Sonny Smith, Annapolis Y. C., Hamptons.

There were brisk breezes for the first two races, but the final one came close to being a drifting match.

C. C. A.'s Annual Bay Cruise

Over October's final week-end, the Chesapeake Bay Station of the Cruising Club of America held its annual Bay cruise, with more or less formal racing taking place during the various passages.

Something more than twenty yachts gathered in Annapolis Thursday afternoon, and their crews went ashore for a party given by Arnold Gay of Spa Creek. The race next morning was down to little Rhode River on the Western side of the Bay.

There was the usual visiting around and shipboard partying while the fleet lay to anchors that night in the upper river, and next day they raced down to St. Michaels. The party that evening was at the Miles River Yacht Club.

Members elected Mike Stephens of Centreville, Md., as the club's Chesapeake rear-commodore to succeed Henry Horricks of Philadelphia. Prizes for the racing went to member Carleton Mitchell, and to guest Al Kuehnle, owner of Vixen.

The next day the fleet broke up and headed for home ports, most to go under winter covers.

The same week-end, Starmen gathered at the Tred Avon Yacht Club, Oxford, for a three-race series eventually won by former world champion Bob Lippincott, Delaware Bay ace. Second was Charley Ulmer, City Island sailmaker, and third came Mason Shehan, a home product.

The weather was spotty, with a drenching rain one day and calms that necessitated the resail of one contest.

Many Yachts South-Bound

While all these things were going on, the lucky "sun bums" who can afford to go South for the winter were pouring through the Bay country in a steady stream, stopping over at places like Annapolis, Cambridge, Oxford and Solomons.

Also, the Fifth District Coast Guard Auxiliary was reelecting all its officers, with Francis M. Courtney of Washington as commodore; Mahon and Gall, old Baltimore marine motive power firm, moved to new quarters at 1462 Andre street, and Hank Rubincam wrote a letter.

If the good readers of MoToR BOATING will forgive the personal reference, this most welcome letter was inspired by your correspondent's piece in the last issue about yacht conversions from old Chesapeake work boats. Rubincam suggested a three-mast, folding rig for the author's bugeye, Col. R. Johnson Colton.

For the information file of Hank, who is certainly one of ocean racing's great figures both from a standpoint of seamanship and of plain unvarnished color, Baymen tried a three-stick bugeye rig away back when, and lost little time turning the unwieldy hooker into a barge.

As to folding rig, a few more easters like the one on the Love Point dredging grounds November 1. and Hank can come see a few examples.

Permanently folded, that is.

N. T. KENNEY

"40" Double Cabin, Flying Bridge.
Luxury accommodations for
six or seven. Twin power.



The RICHARDSON FLEET *for '52*



"36" Sedan Cruiser. Richly appointed. Sleeps six. Twin power.



"27" Express Cruiser. Unexcelled seaworthiness. Sleeps four. Single power. Also available in Sedan model.

**SEE the RICHARDSONS
at the SHOWS!**

⚓ The Richardson Fleet for '52 has *everything!* Comfort, roominess, seaworthiness, good design and quality construction. From the majestic luxury of the Double Cabin "40", through the spacious comfort of the new "36" and "33" Sedan Cruisers to the rugged stability of the "27" Little Giant, you can find no better boat than the Richardson. Every member of this outstanding fleet has the Richardson time-honored round bilge design and the same care and craftsmanship is employed in every phase of construction. They provide sleeping and living accommodations for from four to seven people.

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"33" Sedan Cruiser. Spacious comfort. Sleeps four. Twin power. Also available in Express model.

RICHARDSON *Cruisers of Tomorrow*

RICHARDSON BOAT CO., INC., NORTH TONAWANDA, N. Y.



WITH THE OUTBOARDERS

By CHARLES D. STRANG

Although the mail ballot method of establishing racing rules has eliminated much of the business formerly transacted at the annual meetings of the American Power Boat Association, the 1951 Annual Meeting at Miami's Biscayne Terrace Hotel was not lacking in items of interest to most outboarders. While ideal in many respects, the Miami site was too far from the majority of drivers to insure good attendance.

The election of officers featured none of the fireworks that accompanied the 1949 and 1950 elections, all candidates on the printed ballot being swept into office by large majorities, a few votes going to write-in candidates in some cases. The new president, Gibson Bradfield, and the senior vice-president, Merlyn Culver, are both Ohioans and active racing drivers, Bradfield piloting inboards and Culver having left the inboard field to take up Utility racing. Bud Wiget of Concord, California, and Dr. B. P. Harter of Winter Garden, Florida, will serve as Outboard Vice-President and Stock Outboard Vice-President for the coming year.

Aside from the announcing of election returns, the activities in the general meeting included establishing the site of the 1952 annual meeting at Cincinnati, Ohio, electing the retiring President Horsley to a life membership in the organization, and discussing the accomplishments of the A.P.B.A. during 1951.

The council meeting was somewhat less peaceful and several stormy sessions ensued in regard to the charges and countercharges by and against various officials over incidents arising at the recent National Championship regattas. Unfortunately, the key members of the Knoxville race committee failed to appear at the meeting, either to charge or be charged, and as a result the final outcome of the Utility Nationals is not established, for the above committee has yet to complete the proper steps to make the results final. Discussion of the charges was put aside until the next meeting of the Council when it is hoped that all officials concerned will be present.

Drivers Ask for New Classes

A rather unusual problem arose when a group of New York and Connecticut outboard drivers petitioned for the formation of three new outboard classes which are, in essence, modified versions of CU, EU, and FU runabout. In support of their request, the drivers supplied a neatly drawn engine specification sheet of their own devising. While all those present at the Miami meeting agreed that these drivers certainly deserved to be accepted into the A.P.B.A. in their desired classes, the basic rules of both the Stock Outboard and the Racing Outboard Divisions specify that engine specifications for use in these divisions must come from the manufacturer of the engine and not from the users of the engine. Accordingly, neither commission could accept the new classes. In order to provide some method of taking these classes into the A.P.B.A., the final disposition of the matter was delayed until the next Council meeting, during which time ways and means of establishing the classes will be considered.

Most interesting result of the annual meeting was the returns on the rules ballots, General, Racing Outboard, and Stock Outboard. Returns on the ballots were rather good this year with a thirty per cent participation in the Stock Outboard (formerly Utility) group and an average of about twenty-six per cent for all three groups combined.

It was clearly evident from the Stock Outboard ballot that these boys knew exactly what they wanted in most cases, read the rules carefully, and answered intelligently. As a result the Utility classes will henceforth be known as the Stock Outboard classes, the posting of overall or sweepstakes prizes in marathons is prohibited, racing mechanics are eligible to compete as drivers in these classes, and all lubricating additives other than standard petroleum motor oils are forbidden. Piston displacement in the JU class is now limited to a maximum of seven and one-half cubic inches and no driver who has reached his sixteenth birthday will be permitted to register in this class, so maintaining the class as an ideal starting point for youngsters interested in motor boat racing. Engines built prior to January 1, 1935, have been voted ineligible for Stock Outboard racing.

Changes in Hull Weights

The year 1952 will also see the following table of minimum hull weights used instead of the former requirement of seven pounds per cubic inch of engine displacement: JU, 75 pounds; AU, 105 pounds; BU, 140 pounds; CU, 210 pounds; DU, 280 pounds; EU, 300 pounds, and FU, 350 pounds.

It will be noted that the major change here is in the EU and FU classes with weight reductions of fifty and seventy pounds respectively.

The drivers also voted in the proposed set of minimum hull dimensions, so specifying minimum values of length, beam, depth, and fullness of bow. This should put an end to the need for any application of the much-disliked "spirit of the rules" in determining hull eligibility. It will also put an end to the few needlenosed craft still in competition but will not affect the great majority of hulls now in use.

Unfortunately the drivers failed to obtain the required two-thirds majority needed to eliminate the polishing, beveling, and balancing provisions of the Stock Outboard rules, although a simple majority did vote in favor of eliminating them. As a result engine inspectors will still be faced with the nasty task of determining when polishing ceases to be polishing and becomes filing—accompanied by much wrangling and dissension on the part of drivers and officials alike. Had a few more drivers voted on this matter, Stock Outboard racing might have had a simple and practically fool-proof set of rules as a result of the 1951 Rules Ballot.

Questions in Conflict

The ballot for the Outboard Racing classes was not quite so clean-cut and as a result there were several questions which conflicted with each other after the votes were counted. For example, in one case the drivers voted to sustain the rule that all replacement parts must duplicate the original factory parts but a few questions later voted that metal could be added to give the part any shape providing that it met the numerical specifications given on the engine inspection sheets. This and similar points left the outcome of the ballot in doubt, bolstered by the fact that a protest of the entire ballot was filed by a Council member. Accordingly, the ballot results given here must be taken as tentative pending final disposition of the confusing ballot.

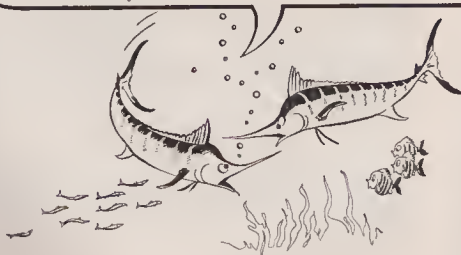
Jay Bee Broadbuss's private drive to get "C" lower units approved for use on "F" motors missed gaining the necessary two-thirds majority by only 1 per cent! Had one more driver

(Continued on page 105)



The Stormy Petrel was built by the Forest E. Johnson Boat Works in Miami. They have used Seagoin® Monel since 1928, and also equip their "Prowlers" with Monel gas tanks, fish boxes, ice boxes and sinks. The oversize Monel rudder for the "Stormy Petrel" was manufactured by Rosselle's, Inc., Miami, Florida.

"Say! Have you
seen Giff's new
fishing machine?"



Make a note now to visit Inco Booth 200-B, on the third floor, at the National Motor Boat Show in New York, January 11-19, 1952.

"To us Miami marlin, that's the \$61 question.

"And the answer is we don't want to—because once you get too near, there's just no gettin' away from Captain Tommy Gifford's new fishing machine."

The 26-foot "Stormy Petrel" is equipped with a 130-hp Scripps engine which pours enough power through her tough Seagoin® Monel® shaft to kick her along at 29 mph. She's a special adaptation of the standard Forest E. Johnson "Prowler" design.

"She's a wily one, too. She can turn on a sea shell. There's not even a chance to swim under her and foul the leader."

That's because this new fishing machine was designed without a keel and with an oversize Monel rudder which makes it possible to turn within her own length at high speeds!

"Why, we aren't even safe after dark!"

The boat has an A-frame rigging with lookout stands and lights to facilitate landing the big ones after dark.

"And the big trouble is that she's going to be bothering us a long time too, because she's built so rugged."

Strong, corrosion resisting Monel was used for her strut, strut bolts, rudder box bolts, clutch control, steering control, and outrigger brackets as well as for the shaft and rudder.

Of course, right now government regulations prohibit further sales of Monel for use on pleasure craft. But there is no restriction on planning to use it after defense restrictions ease off. Write today for your free copy of "When Metals Go To Sea," by H. A. Calahan.

THE INTERNATIONAL NICKEL COMPANY, INC.
67 Wall Street, New York 5, N. Y.



Monel 

"...It's the Seagoin® metal"



With a couple of hundred thousand visitors down for the American Legion convention, Miami staged a motor boat regatta that brought together the two hottest 225 hydro drivers in the south. Charles Moyer who got into the class only last summer to break the Miami-Palm Beach interport record had never met Ray Gassner who has been carrying plenty of trophies back to St. Petersburg. Moyer took the first heat. Gassner got off ahead in the final to lead until the final back stretch. Then the Miami driver hit 100 m.p.h. to pass him and win by a couple of lengths. P. J. Henn of Murphy, North Carolina, was third and J. H. Smith of Miami, fourth.

Two Norfolk (Virginia) drivers, Clarence Collins and Warren Tucker swept the 135 hydros in that order with Norman Bradford of St. Petersburg third. D. C. Keisacker of Miami drove Judson Tanner's E racing runabout to two firsts and class honors with Buck Sandige losing the second spot to Sherman Critchfield of St. Petersburg. Sam Crooks and Swede Stromstedt, the St. Petersburg team, tied in the Y hydros. Miami's Ivan Tarbert and Bill Crusius were one-two in the Z runabouts while Sonny Jones took both heats in the D and E service class.

In the outboards Byron King of Orlando won both the C hydro and the free-for-all with Jack Fleming of Tampa second in each. Jack Scarborough of Lake Placid headed the C racing runabouts, Henry Crutchfield of Sebring the C service and Tampa's Johnny Ferlita the Florida Family class. The new stock utilities had lots of competition with Charles Hight of Boynton Beach taking the DUs, Miami's Lew Koehler the E and F's and Robert Hadley of St. Petersburg the BUs. Gordon Gentry of West Palm Beach took both heats of the BU hydros while the AU hydros went to Fort Lauderdale's Bill Mosley.

Rascal Leads Tampa Racers

Seventeen auxiliaries left Tampa October 6 for the annual race to Bradenton. Light head winds plagued the fleet all the way down Tampa Bay. Edward Nelson's Rascal II took first place. Oscar Babcock's Dolphin beat out James McCullough's Wekiva for the runner-up spot.

The Marathon Yacht Club ran a fine first regatta on October 21 with 27 boats trailing down from Miami and Coconut Grove, three good prizes in each class and a fish-fry. The course was laid in Florida Bay and the light breeze was better for the Prams than for the larger boats, as chairman John Goggin commented. Howard Foht who raced in Erie, Pennsylvania, summers won out over Bob Crane and Charles Kehoe in the Lightnings while the ten-boat Moth fleet was led by Bill Lee and Erik Hansen. John Reid took the Crickets, Jerry Gwynn the Suicides and Buddy Enos the Bantams in his new boat. In the Prams Marathon's eleven-year-old champion Kenneth Carter was second to Coconut Grove's Scott Piper.

Carter with this experience under his small belt came up from the Keys a week later to trim Piper and take the South Florida title at the annual regatta of the Coconut Grove Sailing Club. Bob Webb and George Crawford placed two-three. Eight cruising boats ranging down from Dr. H. W. Virgin's 59-foot schooner Rebel sailed a 12-mile course in Biscayne

Bay. On corrected time Rebel was fourth to Ralph Hasker's 32-foot sloop Mirage, Kay Tapperson's 25-foot sloop Destiny and George Holme's 27-foot cutter Vandal. Marathon's Commodore Chet Tingler took the last heat in Thistles but placed second to George Koster. John Webb took Suicides, Reid and Enos again took the Crickets and Bantams. T. W. McGlamery and Al Bayles were one-two in Moths. The Lightning event, the south Florida championship, was won by Crane. Jay Dare took the Penguins. Steve Bellows Snipes, Doug Baker Comets, Charles Virgin X-dinghies and Jack Price the Stars. The 92-boat fleet represented seven Florida Sailing Association clubs.

A. P. B. A. Names 26 Directors

The annual meeting of the American Power Boat Association's Region 5 at Winter Haven October 7 was the largest they have held, with forty-nine members present. They doubled the board, naming 26 new directors. New officers are Rad C. Welles of Fort Lauderdale, chairman; Sam Crooks from St. Petersburg and S. E. Jones of North Miami Beach, vice-chairmen, and Forest Johnson of Miami, secretary-treasurer. Regatta dates for the winter Grapefruit Circuit were set as follows: December 29 and 30, Miami's Orange Bowl Unlimited Regatta, 1 & O; December 30, Orlando O; January 6, Sebring O; January 12, 13, New Smyrna Beach, 1 & O; January 20, Mount Dora, 1 & O; February 2, 3, Lakeland, 1 & O; February 9, 10, St. Petersburg, 1; February 16, 17, Miami, 1 & O; February 24, Fort Lauderdale, 1; March 3, Leesburg, O. Further tentative dates are January 27, Lake Alfred, O; February 10, Punta Gorda, O; and February 24, Tampa, O. The Palm Beach regatta is expected to be on February 21 and 22. The first entries to go after new records in the Orange Bowl Regatta mile trials are Samuel F. duPont's two service runabouts from Wilmington, one an F and the other an E, and Gus Grundstrom's Fox from Fox Lake, Illinois, which twice this summer broke the E racing runabout record. After putting the mark up to 71.856 m.p.h. on Miami Beach's Indian Creek driver Sam Griffith went on up to New Martinsville and pushed Fox up to 72.828. When the big Gold Cuppers race at the Orange Bowl spectator boats will be kept off the course by a floating fence of heavy cable between anchored oil drums. Course chairman Alex Balfe has his Merrill-Stevens shipyard busy on the project.



Gibson Bradford of Barnesville, Ohio, recently elected president of the American Power Boat Association.

Statewide Trade Association

Business houses from all around Florida met October 26 in Miami Beach to form a statewide marine trade association. Representatives of nine waterfront firms were named to a committee to present a complete program for operation and co-operation at the Miami Boat Show in February. These members are Frank Cowles of Backus Boat Company, Fort Pierce; Charles Herold of the Herold Boat Company at Fort Lauderdale; Tom Laseter of the Jacksonville Yacht Storage Company; E. P. LeMay of E. P. LeMay & Associates of Miami; Riley McClain of the Palm Beach Yacht Club Docks; Mel Potter of the Charbonneau Marine Hardware Company of Sarasota; Bruce Sringecour of the Daytona Beach Boat Works; Thomas Swoot of the South Fish Company, Fort Myers; and Tom Waring of T. L. Waring & Son at Tampa. The latter veteran boatyard operator is chairman of the group.

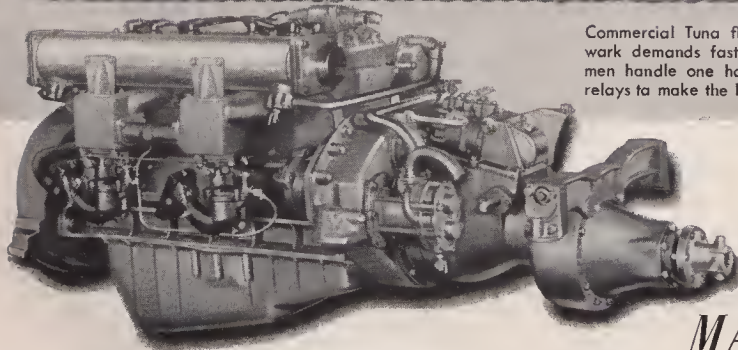
For many years there have been individual outboard clubs in such large centers as Tampa, Miami, Orlando and Jackson-

(Continued on page 106)

Power in Action!



Commercial Tuna fishing off the coast of San Diego. This work demands fast action and teamwork . . . two to four men handle one hook, the crews catching and baiting in relays to make the best of their time while in the Tuna school.



You'll find it
in **CHRYSLER**
MARINES TOO!

Active Power at the touch of the throttle. Full power range immediately. Smooth, quiet, dependable; as fit for the water as Tuna are, fair weather or foul.

Chrysler Marine Engines are built to boatmen's needs . . . for

fishing, for cruising, for work. Engineered for the jobs they do, designed to fit the hull. With a Chrysler Marine Engine in your boat, you too will own the best! See them at your Chrysler Marine Dealer or use the coupon for full information.

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AMERICA'S NO. 1 MARINE ENGINE

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Send me literature on your 1951 line ☐

Hydraulic Control for my Chrysler Marine Engine ☐

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Westward Ho!

In March of 1950 Tom Steele, a 24-year-old yachtsman from Riverside, California, took his departure from Newport Harbor, California, in his 32-foot Tahiti ketch *Adios*. With him he had his brother, Charles, and his cousin, Gene Ross. Ahead of him was the world which he intended to circumnavigate. He was not deterred one whit by the fact that in 1949 in the same ketch he had to turn back when half way to Tahiti. A severe storm was the cause of his return to port. The last word received from Steele and *Adios* was when it touched at an Australian port where his brother and cousin left the boat to return home. Steele engaged an Australian to carry on with him and shoved off for a continuation of his great adventure. From that point on nothing was heard of, or from, *Adios* and her crew and the report persisted that the yacht and crew had been lost at sea. It was only recently that word came out of Capetown, South Africa, that *Adios* with Steele and the Australian aboard had safely reached that port. From the Capetown cable it is evident that Steele intends to follow out his original schedule of sailing around the world and returning to his point of departure in March of 1953.

Dinghies Invited to Mexico

Two of the highlights of the 1951 yachting season in Southern California concern a young lad named Tom Frost who came from obscurity to trounce decisively every Snowbird tiller artist to cross his blazing path, and the amazing growth of the class of Lehman sailing dinghies. The record of young Tom Frost in his meteoric rise to the pinnacle of being the southland's undisputed Snowbird skipper has been previously chronicled in this department.

Probably no other instance would so glaringly outline the growth of the Lehman dinghy class as the official invitation received by the secretary of the Lehman dinghy class from Lew Riley, commodore of the Acapulco Yacht Club down in Old Mexico, to have ten of the southland's best Lehman skippers compete against ten Mexican champions in January of the coming year. Though Commodore Riley could not assure the ten American helmsmen their traveling expenses would be paid, he did assure the class secretary that a fleet of five Lehman dinghies were at the moment in use at Acapulco and could, and would, be used for the proposed international series. The commodore further assured the class secretary that the team which did battle with the Mexican champions would be lodged as the nonpaying guests of their Mexican competitors. The invitation has caused quite a stir in the ranks of Lehman plastic dinghy owners who may fly south for the unique event early in 1952.

New Roller Reefing Gear

Something entirely new in roller reefing gears is now in use on Ken Davis' *Conejo*. It is the product of the South

Coast Company of Newport Harbor who worked it out at the request of owner Davis. South Coast's designers invited sailmaker Kenneth Watts, also a Southern California institution, to cooperate. The result is a design of roller reefing gear which eliminates the usual but unsatisfactory double taper on the boom. The new boom has no taper but has a recessed slot to accommodate sail track and slides. It also involves modification of the sail track on the mast, using a riser and laying the sail track in a fair arc to lead the bolt rope to the tack shackles. In this way the strain on the sail slides is distributed and eliminates the wrinkle commonly seen at the lowest slide when the conventional gear is in use.

At many points along the West Coast yachtsmen are gambling about the Honolulu race and are pointing up some of the things they claim to be wrong with the biennial sailing classic. First of these is the Ocean Racing Rule handicap system which Honolulu race enthusiasts claim to be *okei* for the Atlantic Coast but not adapted to Pacific Coast racing. Some Corinthians claim the race should not be started from San Pedro (Los Angeles Harbor) but from some other port with a view of getting the slower boats around the West end of Catalina Island before the winds lessen in force.

Catamarans Get a Foothold

The thrill of sailing catamarans is getting a foothold on the West Coast. The center of this new activity is at Malibu Beach not far from Santa Monica, California. Two catamarans and a trimaran are beached there and the prospect of more of these picturesque craft making Malibu their headquarters is great. One of the cats was designed and built by Bryant Morris of the Santa Monica Marine Products Company. He has hopes of building a 40-foot version with a sail area of 200 square feet with which he has further hopes of sailing to Honolulu in the not-too-distant future.

Another revolutionary departure of sailing craft on the West Coast is the Swedish-built Twin Wing which put into Seattle last month. The Twin Wing is owned by Gus Ortengren of Vancouver, B. C. It is 22 feet in length and apparently brings the thrills of sailboating to families of modest means. To sail it the helmsman does not have to have wide sailing experience. It gets its name from its two sails, one on either side of the mast.

Safety Suggestions for Ocean Races

When the Destroyer Escort *Munroe* docked at Honolulu with Ted Sierks aboard, the Navy held an investigation into the circumstances surrounding Sierks' falling overboard from the yacht *L'Apache* during the Honolulu race. After the Navy had looked into these circumstances it came up with some suggestions which will probably be put into use in future Honolulu yacht races. The first of these was to the effect that when a man goes overboard in daylight he should be thrown a ring buoy immediately and this throwing of buoys kept up until the yacht has been turned about and is heading back to him. In the absence of enough ring buoys for this purpose the Navy suggested that anything aboard that would float should be thrown overboard to serve as a path to the man. Another suggestion was that ring buoys be painted red, yellow or orange instead of white, preferably orange, as this color can best be seen at sea. Along the same line the Navy suggested that crew members wear colored shirts instead of white shirts. It also reminded yachtsmen that sea dye is most helpful in locating men lost overboard.

Another result of the Honolulu race is the report that Steve Newmark, owner of *Eventide*, made on the special bread he had baked for use during the Honolulu race. Nearly four dozen loaves of this special bread were stowed in the forepeak of *Eventide* where the temperature rose as high as 90 degrees. *Eventide* and her crew were away from her home port for eight weeks and the bread was perfectly edible right up to the last day regardless of the fact that *Eventide* had no refrigeration. No special heating or moistening were necessary before eating, owner Newmark reported.

| | |
|----------------------|--|
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| SEAWORTHY | |
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| DESIGNED FOR COMFORT | |
| WORK-SAVER CABIN | |
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YOU check your needs for your next cruiser—

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WELIN CRUISERS
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WELIN DELUXE CRUISER \$6615.

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CRUISERS FROM

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✓ Lifeboat safety for you and your family. Only WELIN offers you a 26 foot, riveted construction, rust-proofed, stress-free hull with the same workmanship and careful detailing that has gone into the building of more than 20,000 Welin-built lifeboats.

✓ Lifetime hull is yours when you buy a WELIN CRUISER. Welin-built boats are still on the job after more than 35 years service.

✓ Seaworthy as a sea gull, WELIN Cruisers are ocean-tested. They're keel-built for "on-the-dime" control. Six-cylinder marine engine gives you an honest top speed of 17.9 MPH, and it's easy on your purse.

✓ Trouble-free boating for Welin owners. WELIN's sturdy, metal hulls eliminate dry rot, teredo damage, split plank-ing, caulking and hull punctures caused by groundings.

✓ Designed for comfort, the WELIN 26-foot cruiser hull is both displacement and planing. Its extra wide, 10-foot beam and high freeboard, with spacious, self-bailing cockpit gives you a fast, dry and quiet, non-pounding ride. Two separate fuel tanks mean longer cruising range.

✓ Work-Saver Cabins are liveable. Some of the built-in bonus features on a WELIN include deep comfortable berths, 'fulview' visibility, dinette, full galley, private WC, 'skylite' forward hatch, plenty of storage space.

✓ Minimum upkeep is a big factor in making WELIN, Boat-ing's Best Buy. No more expensive, annual hull repairing charges. Longer season and less time on the ways.

✓ Low first cost because you get a bigger 26-footer when you buy a WELIN. The construction gives you extra room and the extra beam adds scores of cubic feet of space. WELIN 26-foot cruisers from \$4980 fob.

✓ Lower insurance rates for WELIN cruisers are available because of proved safety and construction features.

✓ Builder's experience—Behind every WELIN Cruiser is the tradition and rich background of half a century of building boats to meet the most rigid requirements. Welin is the world's largest builder of steel boats.

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NORTH FLORIDA NOTES

As darkness was falling on the Halifax River Friday, October 26, a pint-sized outboard motorboat zoomed up to the dock of the Howard Boat Company on Ballough Road, Daytona Beach, and two husky men with wind-reddened faces asked where there was a hotel in which they could spend the night.

They were Harry Johnson, 41, Evinrude dealer at Branford, Conn., and William DeCamp, 39, research engineer for the Winner Manufacturing Company of Trenton, N. J., enroute from Trenton to Miami in an Evinrude-powered Winner plastic boat, that is undoubtedly the smallest, and probably the fastest motor craft ever to make the long trek down from the North. The boat is only 14 feet long, all plastic and powered with a 25 h.p. Evinrude motor.

This lilliputian runabout, with its adventurous voyagers, had been only seven days on the way, having cleared from Trenton the previous Saturday. Johnson and DeCamp planned to reach Miami Sunday, thereby completing an approximately 1500-mile run, on wide and narrow, smooth and stormy waters, in just nine days.

Cruising at 25 M.P.H.

With her two passengers, their duffle bags, a tank holding 35 gallons of gasoline, the heavy motor astern, etc., the little boat was hurdled with more than a 1200-pound load. The motor drove her along at a 25 m.p.h. cruising speed, consuming about 30 gallons of gas on a dawn-to-dusk run. Some days the mileage pounded off came close to the 200 mark.

There were adventures aplenty on the trip. It took two days to negotiate boisterous Chesapeake Bay. A strong wind kicked up big waves, and the diminutive ship rocketed down them as though she were on a roller coaster.

Wide and tempestuous Alhemarle Sound put on a real show for the travelers—but it did not stop them.

Getting a pre-dawn start from Morehead City, N. C., they followed the huoyos until the waterway widened—and then stepped on the gas. Daylight showed no land to the eastward.

"I never realized the inland route was as wide as this," said Johnson, puzzled.

"It'll probably narrow up soon," DeCamp reassured him.

In truth they had made a wrong turn at Morehead City and were now bouncing along over the Atlantic. Before they became aware of their error they were fifteen miles on their way, and they didn't want to turn back. Continuing on, they located the inlet at Swansboro, 25 miles down the coast, and ducked through it to the safety of the inland route.

"The ocean wasn't half as bad as Chesapeake Bay," said Johnson reminiscantly.

Voyagers Use Evinrude-Powered Plasticraft

The boat is a deluxe model and looks very sporty. With its 14-foot length it has a five-foot beam, and rests easily on the water. There is a short forward deck and a bulkhead amidships. A canvas cover extends from deck to bulkhead to keep the duffle dry.

The two passengers sit side by side on the after seat, protected by a windshield on the bulkhead that tilts back at a rakish angle. The Winner Manufacturing Company special-

izes in plastic hulls, and during the seven years it has been in business it has turned out many boats for both the Army and Navy. These Plasticraft have become very popular with the general public.

The Evinrude motor used on the Florida jaunt was brand new at the start of the trip. Both men were enthusiastic about the way it performed, taking them through critical stages of the journey with never a miss. Several times the prop struck sandbars but no harm resulted.

Johnson and DeCamp predict crowded marinas in Florida this winter, judging from the large number of southbound cruisers and sailboats they passed along the route. They ought to know for they passed everything. Nothing passed them.

They do not contemplate a return trip. The boat will be shipped north from Miami.

Canoe on 5500-mile Trip

The flying trip of the little outboard seemed like a crowning achievement in high adventure—but almost immediately adventure just as thrilling, but at a much slower tempo, came meandering down the Halifax, when the 17-foot Oldtown canoe, Chatham Voyageur, appeared on the river at Daytona, moving along as leisurely as a piece of driftwood.

Aboard was ex-Navy Lieut. jg. Paul K. Camp, 34; his ex-Wave wife, Elsie, 27, and a rollicking Cocker spaniel named Blackie. The trio are three months out of Sanford, N.C., and bound back to Sanford the long way around, via the Gulf, the Mississippi, Ohio and Allegheny Rivers, Lake Erie, the New York State barge canal, East Coast Inland Waterway, etc.

Look at Sanford on the map and you will see it is far inland, near Raleigh, and in close proximity to the Cape Fear River, which is hardly more than a mountain stream in that vicinity. The canoe, which derives the first word in its name from Chatham County, was launched in the Cape Fear, and some turbulent rapids had to be run before the river broadened and quieted.

The canoe is equipped with a small sail, and an outrigger made and designed by the skipper. This outrigger reduces leeway, steadies it in rough water, and interferes none at all when the paddles are used.

Traveling Light

The Camps are traveling light. They use a jungle-type Army pup tent—and sleep on blankets on the ground (no mattress). They conserve weight and space by using mostly dried foods, powdered milk, etc.

They have a portable typewriter carried in a waterproof bag, on which Camp is pounding out articles—and sending a log of the voyage to the hometown paper. Also he does some painting and sculpturing.

Both the skipper and Mrs. Camp earned bachelor degrees in English at the University of Ohio, and Camp was a graduate student in fine arts at the University of North Carolina. Since the trip started, he has acquired a heard as luxuriant as the Smith Brothers, the cough drop twins. It makes him look wiser than Solomon.

Captain Camp has dreamed of this canoe trip since he was a boy in Indiana. After the war his heart began bothering him and he decided it was time to get started. About that time Elsie dislocated her back, and the doctors said she might have to wear a brace the rest of her life. The trip cured both of them.

They expect to finish the 5500-mile jaunt in a year and a half. Their best mileage to date was 35 miles in a day—all under paddle power.

From Daytona they go to Miami, then hacktrack to the cross state canal at Stuart, and on to the Gulf. When the present voyage terminates they plan to buy a yawl or ketch and leave behind them long blue water wakes.

Yachts Stopping at Daytona

All through November a steady parade of southbound boats made stops of overnight—or longer—at Daytona's beautiful yacht basin, and persons on big cruisers aglitter with chrome,

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as well as on bedraggled little auxiliaries, all got the same friendly greeting from the new dockmaster, Dee H. Hyatt.

Hyatt is now using a small storeroom in the headquarters building as his office. Formerly the large front room served as a combination gathering place and office, but Hyatt would get so interested listening to the never-ending flow of tall tales that he couldn't get his work done. Now the big room is never locked and yachtsmen can read, lounge and swap yarns there to their heart's content.

The new washing machine and drier are now in operation at the marina. Drop in a quarter—and presto!

Ex-Dockmaster Captain Tom Joynes and Mrs. Joynes are cruising in Southern Florida aboard their yacht, *Snoopy III*.

Captain George Locke, naval architect and former charter boat skipper at Daytona, has finally gotten his 50-foot sloop *Rainbow* ready for charter. First patrons were a party of Atlantans and they got a thrill ride. Leaving Daytona in the morning a zooming northeaster drove the vessel down the inland route and to Eau Gallie in a single day, a run of about 80 miles. It was a fast trip, considering there were two reefs in the main.

Rainbow seemed so speedy and handled so well in the precarious channel that Captain Locke has announced he will enter her in the 1952 Miami-Nassau race. Last spring he entered his schooner *Elsadon* (since sold) in the race, but she got hung up on a sandbar enroute to Miami.

Girl Skipper for Offshore Fishermen

Pretty Mary Jo Winton, 22-year-old Daytona Beach newspaper woman, who lives aboard her 20-foot auxiliary sloop, *Bonny*, at the Daytona marina, dropped a bombshell in local charter boat circles when it became known that she had passed Coast Guard exams with flying colors, and was on the lookout for a suitable boat for offshore fishing, which she intends to command.

Mary Jo rates ace high along the waterfront but the male skippers are in a dither about having a young lady to compete against. They have not yet forgotten the drubbing they got a couple of years back when blond and beauteous Captain Vivian Bonert of Boynton Beach brought her speedy charter boat, *Vicamus*, to Daytona and proceeded to snare the biggest sailfish and make the largest red snapper catches of any craft in the fleet. Being bested by a slim, honey-haired gal was a bitter pill for local skippers to swallow, and it sent their blood pressure soaring.

Mary Jo's license qualifies her to operate any boat up to 65 feet—but she doesn't expect to start out with one quite that big. She has always been an ardent fisherman and knows just where the big ones congregate. No wonder the male skippers are developing deep wrinkles in their foreheads.

As for *Bonny*, Mary Jo realizes that the tiny vessel is too small to use as a charter boat—not unless she should decide to specialize in fishing trips for midgets.

Rescue Boats Attract Interest

A big 85-foot crash-rescue boat, the USAF (United States Air Force) R-1-674, one of several such craft assigned to the Patrick Air Force Base at Cocoa, created a lot of interest when it came to the Daytona Beach Boat Works recently for a routine drydocking and repairs. The vessel, affectionately called *Dynamite* by crew members, serves, with several sister ships, as a mercy ship in the event of air crashes at sea. Also the boats are used to clear a safety zone during certain phases of guided missile experimentation off the coast.

Vessels of this type are really bigger editions of the famous Navy PT boats of the last war. The R-1-674 is skippered by M/Sgt. Raymond A. Chase, assisted by eight men picked from the air force for their courage and adaptability. Each boat has its own 14-bed hospital, a doctor's helper and a radio shack for constant contact with shore installations. Equipped with twin 1500 horsepower engines, using aviation gas for fuel, these rescue ships can travel long distances at high speed.

At present all the crash-rescue boats assigned to the Cocoa

Base are stationed at Fort Pierce, but in the near future they will occupy a permanent installation at Cape Canaveral's new harbor, as soon as it is completed. That will place the boats in close proximity to the Cocoa base.

Aside from the R-1-674, several other vessels of the same type have been overhauled at the Daytona Beach Boat Works. In one of them two new 1500 h.p. motors were installed.

Boat Works Busy All Summer

The Daytona Beach Boat Works had a busy summer and a large percentage of its personnel were on the payroll right through the hot months.

The restaurant and dining room, which the company opened last summer, have proved very popular. And two more cottages have just been added to the five built a year ago. There is a heavy demand for these attractive cabins from persons whose boats are being overhauled. The cabins are in a row along the boat works waterfront. They face to the north and are shaded by Australian pines.

It paid off for J. R. Fuqua of Orlando to enter Daytona's annual summer fishing tournament, which ended September 30. While fishing at Titusville Beach, which is in the tournament territory, Fuqua, using light tackle while surf fishing, hooked and landed an 86-pound black drum. Now tournament judges have just awarded him the \$500 grand prize. The drum, which was caught in March, set a world's record, until a larger one was caught in September. Fuqua was using 36-pound test line, with shrimp for bait.

Winter Tournament Discontinued

Incidentally, Daytona's winter tournament has been discontinued. The summer fishing tournament has always been much the more popular, so it was decided to concentrate on that. It will start during the spring months.

The Indian River County Sportsman's Fishing Tournament will run from December 16 to March 29. A new board of directors was recently named and rules governing the contest will be announced in the near future. Vero Beach is the principal city in Indian River County.

A regatta, sanctioned by the American Power Boat Association, will be held at New Smyrna Beach January 12 and 13. This will be the first sanctioned regatta at New Smyrna since races were halted by World War II about ten years ago. The regatta will be the second in the "grapefruit" racing circuit, which opens in Miami December 25 and 26.

Commodore C. R. Kelsey of the Symrna Yacht Club, regatta sponsor, was recently elected one of the 24 Florida directors of the American Power Boat Association.

Nature Helps Dredge a Channel

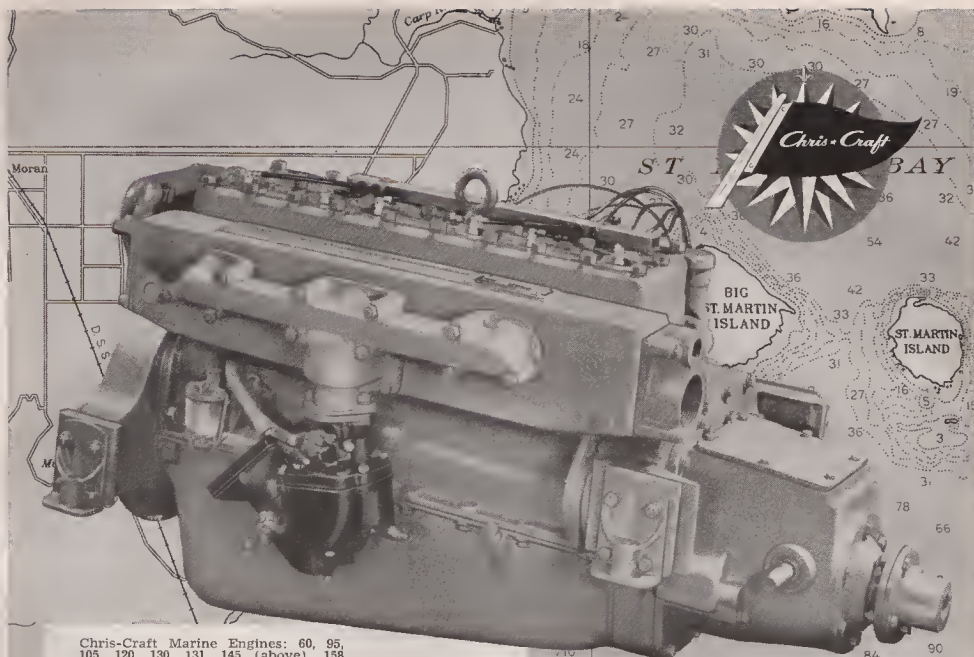
The high water kicked up by a small hurricane that crossed Florida in October was used to help in the work of cutting a channel from Banana River to the Ocean, at the new harbor under construction at Cape Canaveral. The turning basin had been dredged to a 29-foot depth, and work already started cutting a 300-foot wide channel, through a one-mile strip of sandbar that rises eleven feet above the ocean's mean low water line.

Digging this channel looked like a long and tedious job, but when the Weather Bureau advised of the approach of a minor tropical disturbance, A. H. Brown, chief of the construction division of the U. S. Engineers district office at Jacksonville, decided to draft the storm as an aid.

A shallow V-shaped pilot channel was dug in such a way that it sloped toward the dredged turning basin. As the wind increased, the section of beach that separated the pilot channel from the ocean was removed, and the high storm tide poured down the ditch that had been cut to a width of 30 feet.

It was 7:45 A.M. when the tide started surging through the cut. An hour later the entrance was 40 feet wide. By noon the water had cut a channel 150 feet wide. The tidal water had removed 140,000 cubic yards of sand in four hours.

(Continued on page 58)



Chris-Craft Marine Engines: 60, 95, 105, 120, 130, 131, 145 (above), 158 and 160 h.p., with opposite rotation and reduction drives for most models.

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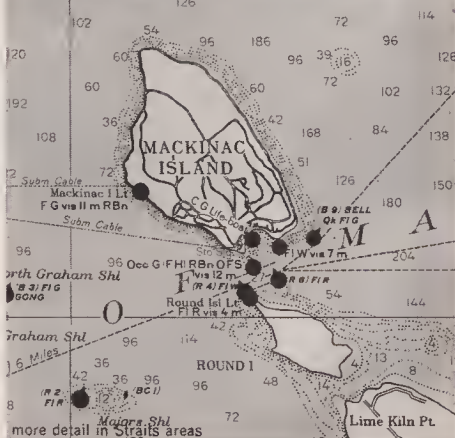
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A dredge would have required more than a week to complete such a task.

Dockmaster-Artist

Captain J. Wedlake, Dockmaster at Vor Kellers Sandy Point dock near the entrance to the Melbourne yacht basin, spends his spare time painting ships and marine views that are really gorgeous. As a young man Captain Wedlake followed the sea aboard schooners and square-riggers so what he puts down on canvas is not only beautiful, but authentic to the last detail.

The captain recently celebrated his 71st birthday but he's lively as a chipmunk. He lives with Mrs. Wedlake aboard their roomy cruiser right at the dock, so he is always on hand to greet all arrivals.

Speedboats Take 2100-mile Cruise

A 2,100-mile Gulf-river trip was completed in late October by a group of adventure-loving Jaxonians, who made the long journey from Chattanooga, Tenn., to Branford, Fla., in three small speedboats, that were transported from Jacksonville to the Tennessee city on trailers.

On October 8 the little flotilla started down the Tennessee River, and then via the Ohio and Mississippi Rivers to the Gulf. After a stop of several days in New Orleans the party cruised along the north Gulf Coast to the Suwannee River, and then up the Suwannee to Branford, which is only about 70 miles from Jacksonville. It took 19 days to complete the journey, the boats averaging 120 miles a day.

The last two days of the trip a Piper Cub, manned by Lieut. Comdr. Jack Becker and Edgar H. Rogers Jr., both of Jacksonville, flew above the fast-moving boats, guiding them around sandbars and making advance landing arrangements.

Three Boats Finish the Trip

At the start there were four boats in the cavalcade, but one was slightly damaged when rough water was encountered in Gulf between Biloxi and Pensacola. The damaged boat was taken out of the water at Panama City and returned to Jacksonville by trailer.

The ten voyagers on the cruise were Mr. and Mrs. William R. Barnett, Mr. and Mrs. Harlow Barnett, Mr. and Mrs. T. S. Roberts, Navy Comdr. and Mrs. William Hall, Bronson Lamb and Garnett Ashby. Mr. and Mrs. Roberts went only as far as Memphis, Tenn., but at Greenville, Miss., the party was augmented by Mr. and Mrs. Downing Nightingale.

Subscribers to *MoToR BOATING* may have the opportunity of reading a detailed account of this exciting voyage in a future issue. Downing Nightingale, one of the party, was the author of Florida's Half-Fathom Curve in the October issue. It was a thrilling account of four small speedboats circling the Florida Peninsula.

Son Succeeds Veteran Dockmaster

It seems that dockmasters hold their jobs a long time when they work for private concerns, where petty politics do not muddle the picture. At the Gibbs Corporation shipyard in Jacksonville, Harry Brandt served as dockmaster from 1919 until he retired about six months ago. Now he has been succeeded by his son, Horace Brandt, aged 32.

Being dockmaster and operating dry docks for a big concern like Gibbs is an important job. In that capacity Mr. Brandt senior operated the old Red Dock, so called because of its color. It was built by the Gibbs Gas Engine Company, fore-runner of the present company. It had an 800-ton capacity, and back in 1918, just before Mr. Brandt took over, it had been almost wrecked when a schooner it was trying to lift, rolled over and rolled the dock over with it. The dock was badly damaged but was righted and repaired.

The elder Brandt operated the dock by sight, keeping it in trim by watching draft boards on each wing. It had 16 compartments operated by electric pumps, with gate valves that open and close by hand.

Horace Brandt learned the profession by watching his

father, and he now operates the big \$5,000,000 steel docks. They have many more compartments, automatic level gauges and push button controls.

St. Johns Channel Completed

The 34-foot St. Johns River channel project, which was started by the U. S. Engineers in 1947, is scheduled to be completed about the time this issue of *MoToR BOATING* goes to press. The completed channel provides a minimum of 34 feet from the ocean to Commodores Point. The channel width is 500 feet. The former depth was 30 feet.

Switzerland may not have a navy but it does have a merchant marine. Persons along the Jacksonville waterfront in mid-October gazed goggle-eyed at a flag with a white cross on a red field, fluttering above the SS General DuFour, docked at Commodores Point Terminal. It was the Swiss flag and the vessel's hailing "port" is the inland city of Basel on the Swiss-German border. The General DuFour is owned by a Swiss firm and is under charter to the Waterman Steamship Corporation of Mobile, Ala.

Simultaneously with the appearance of the Swiss flag at Jacksonville, the Irish flag also waved in the breeze. Flying it was the SS Irish Rose, skippered by Captain David Foley of Dungarvan in County Waterford. The ship was taking on cargo for the west coast of South America, the first Irish vessel to come up the St. Johns. The flag is composed of clear green, white and orange vertical stripes. Ireland's merchant fleet was started in 1941.

More Foreign Flags at Jacksonville

Two other flags not frequently seen in the big Florida port were Greek and Peruvian. The Greek flag was carried by the SS Costas Michalos, which docked October 25 to load 195,000 poles, to be used as mine props in Belgium. And on October 29 the Peruvian transport Rimac steamed up the St. John's, bringing 400 officers and men to complete the crews of three destroyer escorts sold to the Peruvian government, and now being unzipped at the Green Cove Springs "moth ball" base.

Barge service between Jacksonville and Camden, N. J., via the Intracoastal Waterway, was started October 31. Carload and less than carload shipments will be handled. C. G. Willis of Norfolk, Va., will operate the service with a transit time between the two terminal cities of approximately six days.

Jack H. Jones, well known Jacksonville angler, recently purchased a fine sport fishing boat at Miami, and alterations and installations are now being made on it at the Pembroke Huckins' Fulton Boat Company of Jacksonville. The craft is 42 feet in length, sleeps seven and has diesel power. Radio telephones have been installed. Other installations will be refrigeration facilities, and a new galley and heavy-duty generating plant. When work is completed the boat will be able to cruise two or three weeks without docking.

Francis Crow, Tampa yachtman, is having a fine 34-foot sloop built for him by Clark Mills, at his boat works in Dunedin. Mr. Crow is so interested in the construction work that he drives over from Tampa almost every day. The sloop was designed by Frederick Geiger of Philadelphia and she will have oak frames and cedar planking. The motor to be installed is a 25 horsepower Red Wing. The launching is scheduled for mid-December.

Builds Champion Sailors

Mills has owned the Dunedin shop for the past four years and has established a reputation by building fast Snipes, his boats having been national Snipe champions in both the junior and senior races at Long Branch, California, in 1950, and in Barnegat Bay last August. As soon as the Crow sloop is completed work will start on 25 Snipe that have been ordered.

When four new members became affiliated with the Dunedin Boat Club in mid-October it brought the enrollment to 108. The neophytes are William A. Discus, James B. Owens, W.

(Continued on page 107)

when you build a better boat...

... your reputation for quality and skill, performance and economical operation grows, just as the Correct Craft reputation has achieved new heights. Every season brings new improvements in good looks, construction and performance of Correct Craft boats!

The Correct Craft reputation goes back 26 years and is based on designing, engineering and building skill. This reputation also means prompt deliveries from a consistently dependable source.

Correct Craft boats are delivered in big trailer trucks to insure absolute safety and good condition.

You are always welcome at the Correct Craft plants—on highway #1 in Titusville or the Pinecastle Plant near Orlando.

You'll be welcome at our main floor exhibit at the National Motor Boat Show, Grand Central Palace, New York City, January 11th to 19th, 1952.



The 19' 6" deluxe custom runabout powered with a Gray 100. Priced at \$3656.



The sensational Atom 25 for trolling or water skiing. 25 hp Universal Marine motor. Priced at \$1270.



Stop by the Correct Craft plants anytime and see how the famous Correct Craft boats are made.



42' cabin cruiser with 3 cabins, 2 toilet rooms, plus showers. Priced from \$23,838.

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PINECASTLE AND TITUSVILLE FLORIDA

ALONG THE HORIZON

Fore and Aft, Aloft and Below

By CLARENCE E. LOVEJOY



Perhaps Jack Schafer will have to do some squirming and explaining back in his home bailiwick of Detroit. But he made a big hit among the Miamians the other day. They gave him an open arm welcome, as if they were ready to run him for mayor, perhaps governor.

The popular sportsman-baker who visited southern Florida to attend the annual meeting of the American Power Boat Association and to have a look-see at his avocado plantation down toward the keys at Homestead made both a promise and a forecast.

The promise was to bring his Gold Cup speed boat Such Crust to Miami late this month for the Orange Bowl Regatta on December 30 and perhaps also to bring his new Hacker-designed twin-engined creation which probably will be finished and which will be named Gold'n Crust now that his previous speed boat of the same name has been sold.

Schafer's forecast was typical of this popular speed boat personality who has sent his racing fleet up and down the Detroit River for regattas and also to Seattle, Washington, Pittsburgh, New Martinsville, and other racing ports of call. Although he is a member of the Detroit Y. C. like other Detroiters whose fetish is speed, Schafer thinks the sport of speed boating should be shared by many parts of the country on various waterways and not just confined to Detroit or Seattle.

He proposes some simple but workable formula that would require the removal of the Gold Cup regatta to another site after being held two years in succession in one place. Probably Stan Sayres and other Seattle boosters won't like this. Certainly the Dossin-Dodge-Fallon axis in Detroit won't look with much favor on this suggestion. But Schafer has an excellent point of view, nevertheless.

Gib Bradfield, veteran campaigner in speed boat cockpits and treasurer of the A.P.B.A. for the past couple of seasons, faces some troubled and ruffled weeks ahead in his elevation to the presidency of speed boating's ruling body.

In the first place he has inherited the rhubarb-ruckus involving Jack Horsley, Jr. and W. Claude Fox which will have a sequel at an A.P.B.A. council hearing in New York next month during the National Motor Boat Show.

Moreover, there is a new threat, mainly by Fox adherents, to have the outboard fraternity secede from the A.P.B.A. and form a new national organization, probably under the name of American Outboard Association. This rebellion is an old bugaboo.

As recently as two years ago when the 1949 annual A.P.B.A. meeting was held in Chicago, some of the outboarders talked loud and long and made faces at the rest of the A.P.B.A. But up popped cool heads and diplomatic ones to avert the separation.

Instead, the A.P.B.A. structure was rebuilt by a reorganization committee and the outboarders found themselves with more autonomy and more allocation of treasury funds than they dreamed of. As a result the disaffection then of Ernie Erickson, Jack Maypole, Bud Finkle and others has turned to enthusiastic support of the new and face-lifted A.P.B.A.

Incidentally, speed boat people who have been close and friendly to President-elect Gib Bradfield learned on the occa-

sion of his recent election that his full and legal monicker is William Harvey Gibson Bradfield. Hi there, Bill Bradfield!

Florida's winter fleet of Northern yachtsmen is slow in arriving this season. Perhaps the weather on the eastern seaboard and on the Great Lakes was too good to leave in September, October and November. At any rate, the basins and marinas are going through some of the same experiences of the Florida motels and hotels which sometimes do not open for the season until mid-December or, if they do stay open, have a lowered "summer" rate for the period from May through November.

We recently called at a number of yacht basins, marinas and boat yards on an auto itinerary that followed the intra-coastal waterway from New York to Miami as closely as highways would permit. The story was largely the same everywhere. Northern yachts were not actually on hand. Everybody reported them "en route."

Bahia Mar at Fort Lauderdale, for instance, which has a so-called capacity of about 400 cruisers and had a top population of 300 last winter but plans on 550 this season by using the ends of some of the piers, didn't have a dozen craft in its berths. All were "en route." The public basin at West Palm Beach was just as empty.

Among the early arrivals at Bahia Mar were the 47-foot Elco Telecto owned by W. J. (Ted) Evans of the Manhasset Bay Y. C. and John Gans' new Huckins-built Miha from Staten Island, the Block Island predicted-log race winner last summer.

A former Long Islander from Rockville Centre, H. J. McDonald, who once was a new and used boat dealer along the South Shore, has one of the most attractive new yachting enterprises on the intra-coastal inland route. He operates with a partner the Pompano Beach Yacht Basin where he is enlarging his superb plant to double the number of cruiser berths and where at one end he is doubling the size of his motel and adding a swimming pool. In the manner of coining such words as "motel" and "aotel" McDonald has popped up with "yachtel."

Countless pleasure boat owners of this and future years will benefit by the unselfish services being performed week in, week out by the officers and ringleaders of the New York Marine Trades Association.

Special syllables of praise should go to the new president, George K. Mikkelsen, the outgoing president, William Higgs, the recent president, George Maxwell, and such mates as William Edgar John.

New York's Marine Trades Association in its early years was a pleasant, not too serious, easy-going and somewhat hard drinking organization of sociability. Then Maxwell took over the pilot house after the war.

The effect for the past few years has been electrifying. Instead of bitter rivalry there is a friendly help-one-another attitude. Instead of knocking competitors with barbs of criticism there is constructive praise and industrial good-feeling.

The main reason is that the officers and members are trying to stamp out what has been a weakness of the pleasure boat

(Continued on page 91)

6,000 Carefree Miles



D. P. Hamilton steers his yacht, PUDLU, with the remote controller.

...with SPERRY MAGNETIC COMPASS PILOT

From D. P. Hamilton, of Shreveport, Louisiana, comes new evidence that the Sperry Magnetic Compass Pilot's complete automatic control of the steering wheel means more relaxation, less work and worry for the yachtsman.

► After a 6,000 nautical-mile trip on his yacht, PUDLU, with Sperry automatic steering, Mr. Hamilton said:

► "We encountered varying types of weather from calm to exceedingly rough—in some cases substantially high seas. The Sperry Magnetic Compass Pilot was in operation practically the entire time of our trip—night and day—and I am very happy to report that it

performed its service perfectly and was satisfactory in every way."

► On subsequent trips, the equipment "has continued to operate perfectly—without need of repairs—and has not given one minute's trouble or worry. I can heartily recommend the Sperry equipment to any yacht owner or for installation in any vessel."

► On pleasure craft, fishing vessels or work boats, the Sperry Magnetic Compass Pilot holds the prescribed course as long as desired even in a rough following sea—eases strain of manual steering—and with the portable Remote Controller makes full rudder control available outside the wheelhouse. The Sperry Magnetic Compass Pilot is backed by Sperry world-wide service.

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WITH THE

WINDJAMMERS



Eighth Region of the Penguin Class Dinghy Association held their annual Regional Regatta of three races, in Houston, Texas, November 27-28, with five of the six Gulf Coast Fleets represented. The Fleets are Port Arthur, Biloxi, Houston, Kemah Dwarf Fleet, Port Lavaca and Sarasota. The Gulf Region is geographically too large and with Sarasota over 800 miles away, it is not surprising that that fleet did not send a member. It will eventually be divided into two regions.

This race was watched with great interest in all Penguin fleets for the home port of the winner will decide where the 1952 National Regatta is to be held. Miss Janet Ferson, who has been one of the enthusiastic leaders in the Biloxi, Mississippi fleet, won the regatta, and another woman, Mrs. Betty Bludworth of Houston fleet was second and Dannie Bludworth, third. Biloxi Yacht Club will be host for the 1952 National Regatta.

The Penguin Schedule

Balboa Penguin Fleet celebrated their third birthday with a party and a three-race series, October 27-28, which was sailed in from 3 to 5 mile per hour breezes, for which Newport Harbor is famous. Herbert Sinnhofer, of San Diego Yacht Club fleet, was the winner, with George Ruby the 1951 National champion, second, and Charles Rook, president-elect of the National organization, third. Fifteen boats of the Alamitos, Balboa and San Diego fleets sailed in the three races. The cocktail party was held in the patio of Balboa Yacht Club and the dinner in the main club dining room. After winning the first two races of the series, Dr. and Mrs. S. B. Thomas thought they had the first place cinched, but in the last race, they hit a buoy and didn't even place.

Weather permitting, the Great Lakes area Penguin fleets will follow their schedule up to December 16, according to Camille O'Donnell, who edits the little bulletin for the Columbia Yacht Club Penguin Fleet at Chicago. In the Michigan City Regatta held recently, Gary Comer and crew Gloria Wenzell, won first place, with Mr. and Mrs. William Fraser second and R. E. Pegel third. William Frazer has been appointed executive vice-president of the National Penguin Class Dinghy Association, to take office January 1, 1952.

Rochester Christy Series

The Rochester Yacht Club's series of Christy races was brought to a close when the final race was sailed on October 14. It had been necessary to postpone the event for a week on account of miserable weather but brilliant weather and gentle winds finally appeared. On the day of the race a southerly wind permitted a course toward Nine Mile Point. More boats answered the starter's gun than in any other race of the series. The fleet divided almost at once with those who were the chief contenders for the Cup in one group keeping inshore and the others going out into the Lake to catch the predicted northeasterly breeze that they thought they already saw. The inshore boats got the break on the wind and by the time the light northeaster set in, they were around the mark and halfway home. Venture III was first boat to finish as she has been in every Christy Race this year, but when the corrections were applied, she was in third place for the race with Si Si first and Fo' Castle II second, giving the series to Si Si with Venture III second. The Christy Cup, along with the other awards for the season's racing in the 6-Meter, Star Dinghy Divisions was presented on October 27.

The Long Island Sound team of S Class skippers was successful in defeating a Narragansett Bay S fleet in a series of races for the Edward B. Tiffany trophy in Narragansett

Bay. Commodore Tommy Hunt of Narragansett Bay and captain of the losing team is coming to Larchmont on December 8 to present the trophy at the annual award dinner.

The recent match held over the Columbus Day week-end and sailed over windward-leeward courses in Narragansett Bay of 12 to 14 miles was the most closely contested of this five-year old series. Although Rhode Island won two of the three races sailed, Long Island eked out a victory in the cumulative scoring by three-quarters of a point. The final score was 82½ to 81½. Rhode Island had a DNF in the first race and lost a protest in the final race. A second protest in this event was held invalid.

These intersectional races began in the summer of 1947 with the initial series of three races held off Larchmont, which the Long Island Sound team won. The cup was also successfully defended at Narragansett that fall, Rhode Island won the next three annual meets, defeating Long Island twice with their own boats in local waters. The series now stands therefore at three-all, with the rubber match scheduled to be raced on the Sound next season.

Sears Cup for Stars

Congratulations are due to young George Reichelm, Star member from Rocky Point, in the Central Long Island Sound Fleet, who with a crew of two other juniors invaded Marblehead and won the Sears Cup for the 1951 Junior Sailing Championship of North America. The series was sailed in 210's, boats strange to most of the contestants; Reichelm's keel boat experience comes mostly from Stars, which apparently stood him in good stead. It is interesting to note that, of the only other three Long Island Sound skippers ever to have won this major Junior title, two were well-known Star sailors: Charles Stetson of Pequot, and Arthur Knapp of Bayside, the latter world's champion in 1930.

As sailors in a large part of the Northern Hemisphere were bidding their craft adieu for the winter, the racing season of the Biscayne Bay (Florida) Star Fleet opened on October 28 with the Coconut Grove Sailing Club's annual regatta.

The 1951 Annual Meeting of the International 210 Association will be held at the Boston Yacht Club, Rowes Wharf, Boston, Mass., on Saturday evening, December 3, 1951, following dinner and cocktails.

Because of considerable interest in San Francisco Bay for additional new boats, progress is being made toward selecting a new builder in the San Francisco Bay area or of shipping boats there by water from Marblehead, new or second hand.

Marblehead Yacht Yard is making a wooden arch type of stiffener to be attached just aft of the mast under the deck so that the ends of the arch bear down on the shroud anchorages. A long bolt goes through the center of the arch and down through the mast step, thereby transmitting the upward strain of the shroud anchorages directly to the mast step. This eliminates considerable stress on the hull.

Comet Regattas in Florida

The First Annual Florida Mid-Winter Comet Regatta is set for February 16-17 at the Coconut Grove S. C. at Miami. Already 20 northern skippers have filed entries, including the National Champion, Bill Lyon of Corsica River, Md.

At stake for first prize will be the famed Don Q Trophy, formerly raced for each winter at San Juan, Puerto Rico. Entries and housing are being taken by Kenneth Murray, 3025 Indiana St., Miami, Fla.

Up in Central New York the Canandigua Bowl for the team championship has been won by Algonquin Y. C. of Rochester. The Ithaca Y. C. had won the past 2 years.

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January 11-19

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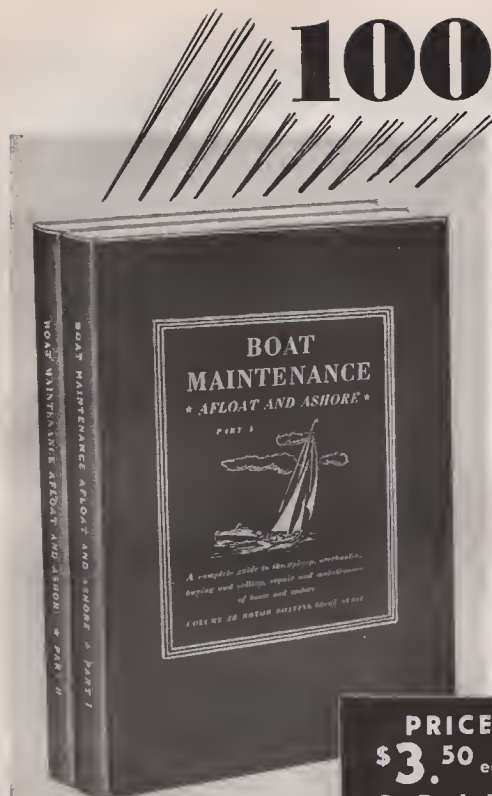
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What's New

(Continued from page 40)

BEDDING COMPOUND

A new fungicidal compound, designed for bedding-in keels, transoms, battens, mouldings, shaft logs, deck hardware, searchlights, port and deadlights, has been developed by The Dolphin Paint & Varnish Company, 928 Locust Street, Toledo 3, Ohio. To be marketed as Dolfinite No. 4820 Fungicidal Marine Bedding Compound for use on large boats, it is intended for use in original construction and repair for waterproofing and retarding rot and decay.

★ ★ ★ ★

Dealer franchises for the 1952 Whirlwind line of molded plywood outboard runabouts are being completed now, according to the manufacturer, Molded Products, Inc., Cockeysville, Maryland. Present dealers have already been contacted and some new dealers may be appointed for the coming year.

★ ★ ★ ★

A vital part of the sales campaign on the 1952 line of Martin Motors, subsidiary of National Pressure Cooker Company of Eau Claire, the theme of which is "More Sales for You in '52," is a series of distributor-dealer meetings conducted jointly by Wilfred A. Sechrist, sales manager of Martin Motors and Jules Lederer, vice-president, director of sales for National Pressure Cooker Company. Meetings will continue through December.

★ ★ ★ ★

George W. Martin has been appointed vice-president in charge of engineering at the Scott-Atwater Manufacturing Company, Inc., Minneapolis, Minnesota, makers of Scott-Atwater Shift outboard motors. Before coming to Scott-Atwater, he was vice-president and general manager of the Martin Motor Division of the National Pressure Cooker Co., Eau Claire, Wisconsin.

★ ★ ★ ★

Sponsored by a number of railroads, the Railroad Fishing Promotion Agency, with headquarters in New York, offers information and advice on fresh and salt water fishing in the United States, Canada and Mexico. There is no charge for the service. Inquiries should be directed to: The Railroad Fishing Promotion Agency, Empire State Building, 350 Fifth Avenue, New York 1, New York.

★ ★ ★ ★

A danger zone for naval gunnery has been established by U. S. Army authorities in an area of Block Island Sound off Gardiners Island having a radius of 3000 feet centered on The Ruins at Gardiners Point. Vessels are prohibited from entering the area between 9:00 A.M. and 4:00 P.M. daily.



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Complete data on cruising in the Bahamas have been assembled in a new official publication of The Development Board:

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GIFTS FOR THE SKIPPER AND CREW

(Continued from page 42)

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Calendar of Coming Events

1952 MOTOR BOAT SHOWS

- January 11-19** — New York Motor Boat Show, Grand Central Palace, N. Y.
- February 1-10** — Chicago Boat Show, International Amphitheatre, Chicago, Illinois
- February 2-10** — New England Sportsmen's and Boat Show, Mechanics Bldg., Boston, Mass.
- February 15-20** — Dinner Key Auditorium, Miami, Fla.
- February 16-24** — Great Lakes Boat Show and Milwaukee Sentinel Sports & Vacation Show, Milwaukee Arena and Auditorium, Milwaukee, Wis.
- February 16-24** — 15th National Sportsmen's and Vacation Show, Grand Central Palace, New York, N. Y.
- February 29-March 8** — Philadelphia Motor Boat and Sportsmen's Show, Convention Hall, Phila., Pa.
- February 29-March 9** — San Francisco Sports, Travel and Boat Show, Civic Auditorium, San Francisco, Calif.
- March 14-21** — Southeast Sports & Vacation Show, Atlanta, Ga.
- March 15-23** — Detroit Congress Sportsmen's and Boat Show (includes Annual Detroit News Travel Show), State Fair Grounds, Detroit, Mich.
- March 15-April 15** — 56th Annual Motor Boat Show, Dale Yacht Basin, Bayhead, N. J.
- March 28-April 6** — American & Canadian Sportsmen's vacation & Boat Show, Public Auditorium, Cleveland, O.
- March 29-April 6** — Iowa Sports & Vacation Show, Des Moines, Iowa.

April 11-20 — Northwest Sports, Travel & Boat Show, Municipal Auditorium, Minneapolis, Minn.

April 18-27 — Southwest Sports & Vacation Show, Dallas, Tex.

April 26-May 4 — St. Louis Sports, Travel & Boat Show, Kiel Auditorium, St. Louis, Mo.

MEETINGS DURING NEW YORK MOTOR BOAT SHOW

January 11 & 12, 1952 — United States Power Squadrons, Hotel Astor, N. Y.

January 12 & 13, 1952 — American Power Boat Association Council Meeting, N. Y.

January 15, 1952 — Marine Trades Association Dinner-Dance, Hotel Biltmore, N. Y.

January 16, 1952 — Johnson Motor Co. Luncheon, Waldorf-Astoria, N. Y.

RACING EVENTS

Caution: The new Coast Guard regulations require that a Coast Guard permit must be obtained for every regatta both motor and sail. Get in touch with your local Coast Guard Headquarters.

1951-1952 Florida Motor Boat Races (tentative)

Dec. 29-30 — Orange Bowl Regatta, Miami, 1, O and SU; **30** — Orlando, Tangerine Bowl, O.

Jan. 5-6 — Sarasota; **6** — Sebring, O.; **12-13** — New Smyrna, I, O & SU; **20** — Mount Dora, I, O & SU; **27** — Lake Alfred, O.

Feb. 2-3 — Lakeland, I, O & SU; **9-10** — St. Petersburg, I; **10** — Punta Gorda, O; **16-17** — Miami, I, O & SU; **21-22** — Palm Beach; **24** — Ft. Lauderdale, I; **24** — Tampa, O.

March 3 — Leesburg, O.

1 — Inboards; **O** — Outboards; **SU** — Stock Utilities.

1951-1952 Florida Sailing Races

Dec. 8 — S. P. Y. C. Annual Rendezvous, St. Petersburg; **B-1B** — Convoyed Cruise, Miami to Bimini, Berry Islands and Nassau.

Jan. 5-6 — Sunshine Regatta and Thistle Winter Champs, Miami; **11** — St. Petersburg-Venice; **20** — Orlando; **25** — Ft. Lauderdale-Cat Cay Race.

Feb. 9 — Lipton Cup Race, Miami; **9-10** — Gasparilla Regatta, Tampa; **12** — Miami-Nassau Ocean Race; **14-15** — Nassau; **16** — Nassau Cup Race; **16-17** — Comet Class, Winter Championships, Miami; **19-23** — Mid-Winter Lightnings, St. Petersburg; **24** — Palm Beach.

March 1 — Annual Snipe Champs., Clearwater; **2** — Biscayne Bay Sunburn Regatta, Miami; **B** — St. Petersburg-Havana Race; **9** — Miami Y.C. Midwinter Regatta.

April 5 — Tampa-Egmont Race, Devils Island; **26** — May Day Rendezvous, Venice.

May 11 — St. Petersburg-Sarasota; **17-18** — Jacksonville; **30** — Gulfport Small Boat Regatta.

Havana, Cuba

Jan. 26-Feb. 2, 1952 — Mid-Winter Star Class Championships for Cup of Cuba.

Pacific Coast (Sail)

Dec. 22-23 — I. C. Pacific Coast Champs., Newport Hbr.; **29-30** — Newport Hbr.

Feb. 22-24 — S.C.Y.A. Midwinter Championships.



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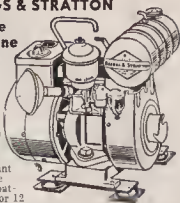
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Ash Tray & Glass Holder Comb. \$3.75

Glass Holder Only \$3.75

cut marring finish and leaving a swinging glass holder, 2 1/2" long, 4 1/2" wide. \$5.95

Ash Tray & Glass Holder Comb. \$3.75

Glass Holder Only \$3.75

PREDICTED LOG RACING

(Continued from page 27)

properly, shall penalize the yacht club from which he is assigned, by one point. Skippers may protest an observer, the same as he may protest another contestant."

Skippers and crew members were not allowed to know the time of day, or elapsed time, during the race, except at the starting line and at the finish line. Only the two observers aboard each boat were to know either time of day or elapsed time at the control points. Observers were not permitted to discuss time or elapsed time with anyone on board their respective craft, and the subject of time, running fast or slow or relative subjects, was not to be discussed at all.

Five Races in One

Skipper had to specify in advance their race speed in knots, and the engine r.p.m. to be maintained throughout the race. They were required to predict their elapsed time for each of five legs of the race in hours:minutes:seconds; these legs were from the starting line to Control Point No. 1, West Point Buoy; the next leg to Control Point No. 2, Blakely Rock Light; the next to C.P. No. 3, Point White Lighted Buoy No. 10; then the next leg to Battle Point Light, C.P. No. 4; and finally to the Suquamish Ferry Dock finish line. In a sense, the race was five small races within one over-all race.

The error, either fast or slow, on each run was totaled at the end of the race, to give a total error in minutes and seconds; the latter figure in turn was then converted into decimals. This latter figure then was divided by the predicted elapsed time (also represented decimally) to give the boat's percentage of error. Thus, the skippers and their race observers had to figure their boat's error percentage; any arithmetical errors resulted in penalties; when discovered by the re-checking judges.

Interesting thing about this race is that it is not forbidden that all four boats from a given club run the race at exactly the same speed. This has obvious advantages for a club, for a team of boats may be tested out to run at exactly the same speed at various r.p.m.'s on the various boats, then in laying out the race, and figuring the time on each leg, the four skippers may check with one another prior to the race, and thus discover any possible errors in figuring time, distance, etc.

This is pointed out because the winning Queen City Yacht Club team of boats ran four different race speeds, ranging from 8.07 to 8.70 knots. On the other hand, the second place Bremerton Yacht Club team, something of masters of this team racing and calculating, ran two boats at exactly 8.05 knots, one at 8.10 knots, and the fourth at 8.18 knots, which is an exceedingly small spread, or .13 knot between the slowest and fastest boats. Other teams which took advantage of team racing speeds were the Tye Yacht Club group, with a range from 9.20 to 9.39 knots for its four boats; while the Tacoma Yacht Club representation ran two boats at 8.50 knots, one at 8.40 knots, and the fourth much faster, at 11.0 knots.

It is most interesting that seven different clubs vied for the Northwest's annual cruiser racing championship, with all clubs entering their full quotas of four boats each. It also is significant that the Queen City Yacht Club now has won this event twice, thus taking a decided lead in proceedings. Actually, the race is known formally as the 1951 Inter-Club Challenge Race, but to Pacific Northwest motor yacht predicted log racers, it's the Northwest Inter-Club Cruiser Racing Championship Race. International Power Boat Association Rules, as revised each year, govern these races, except in instances of conflict, when the rules of the actual race itself apply.

Premium on Precision and Speed

Since this story is being written with a view to supplying descriptive information to other clubs interested in similar events, we quote Paragraph No. 6 of the race rules, which will provide further enlightenment on this unique contest:

"6. Acting under the supervision of the judging committee, the computing committee shall be under the chairmanship

MANHATTAN MARINE & ELECTRIC CO., INC.
116M CHAMBERS STREET NEW YORK 7, N. Y.

of Ray J. Hart, Jr., whose duty it shall be to have all logs checked for accuracy, immediately at the finish of the race. Completed logs, with percentages of error computed, and all vital information entered, shall be turned in to this committee by the skipper in company with the two observers assigned to his boat, by a deadline time of 2:30 P.M. (*) on Sunday, October 21, 1951. The committee will be at the float to accept completed logs. Final results and standings of clubs will be announced at 4:30 P.M. or sooner, if possible."

(*) This allows only 90 minutes after the predicted finish time of 1:00 P.M.

It should be obvious to the interested reader that this race places a very high premium upon figuring fast and correctly; promptness in meeting deadlines as specified is most important in winning the race. Enough time is allowed, but the rules are not particularly generous; they're not supposed to be.

So, summarizing the 1951 race, the final standings were announced as follows: First and winning place, Queen City Yacht Club, 93 points; 2. Bremerton Yacht Club, 86; 3. Seattle Yacht Club, 66; 4. Tacoma Yacht Club, 44; 5. Rainier Yacht Club, 35; 6. Tyee Yacht Club, 30; and Everett Yacht Club, 24 points.

Frank Morris, who belongs to both the Everett and Seattle Yacht Clubs, raced his 26-foot fast cruiser Snuffy for the Everett club; Snuffy, something of a top boat in Northwest predicted log racing this year by right of her overall victory in the 1951 International Cruiser Race held from Vancouver, B. C., to Seattle this last summer, ran afoul of penalties, due, according to Morris, to simple arithmetical errors in making out the boat's predicted and actual race logs. This was "good medicine" for the lads who didn't do so well in the October 21 race, for if "Champion" Frank Morris could make mistakes, they, too, could be forgiven for doing the same.

In conclusion, we would like to point out that in the tabulation herewith, the writer went to the trouble to insert for each boat its race speed in knots, and its engine r.p.m., for the study and edification of interested motor yacht owners. (Most but not all engines represented have the usual top rated r.p.m., at full rated h.p., of 2800 to 3200 r.p.m.)

Official statistics follow:

RESULTS—NORTHWEST CRUISER RACING CHAMPIONSHIP Queen City Yacht Club, total points..... 93.0

| YACHT | OWNER | RACE SPEED, KNOTS | ENGINE R.P.M. | PERCENT- AGE OF ERROR |
|---|--------------------|-------------------------|------------------|-----------------------------|
| Zephyr | Jim Morrison | 8.07 | 2200. | .96 |
| Pursuit | John C. Holmstrom | 8.60 | 1800. | 1.27 |
| Chilton | Ersel Davis | 8.70 | 2250. | 1.74 |
| Quilceda | Ted Harris | 8.49 | 1800. | 1.82 |
| Bremerton Yacht Club, total points..... 86.0 | | | | |
| Donolie | Ray J. Hart, Jr. | 8.05 | 1930. | 1.57 |
| Nisimaha | L. A. Tucker | 8.05 | 2200. | 1.71 |
| Sea Spray | T. K. Phillips | 8.10 | 2200. | 1.72 |
| Clellahee | Milton L. Benson | 8.18 | 1900. | 2.58 |
| Seattle Yacht Club, total points..... 66.0 | | | | |
| Miss Fleetline | Larry Norton | 8.70 | 1500. | 1.54 |
| Aldon | Dr. A. J. Bowles | 9.30 | 2000. | 1.75 |
| Mary Jane | Phil Luther | 8.80 | 2200. | 3.50 |
| Jadon | John Rotlier | 12.00 | 2350. | 5.34 |
| Tacoma Yacht Club, total points..... 44.00 | | | | |
| Willopeg | W. H. Ostruske | 11.00 | 2000. | 2.77 |
| Silver Spray | Jack Shipley | 8.40 | 1650. | 3.19 |
| Lady Lynn | Al Hale | 8.50 | 2200. | 3.77 |
| Frala | Frank Heffernan | 8.50 | 2175. | 15.901* |
| Rainier Yacht Clubs, total points..... 35.00 | | | | |
| Ha-Ru | Harold Wilson | 8.70 | 2100. | 3.13 |
| Connie B. | Everett G. Henry | 7.60 | 2000. | 5.24 |
| Moonlight Maid | Murray Sutherland | 11.70 | 700. | 6.09 |
| Betty Jo | W. R. Vail | 7.10 | 1600. | 12.11* |
| Tyee Yacht Club, total points..... 30.0 | | | | |
| Teco | Russell Thompson | 9.23 | 1000. | 5.07 |
| Moon Mist | Bud Hupp | 9.39 | 2300. | 5.32 |
| Vagabond | Jack Meyer | 9.23 | 1200. | 6.01 |
| Eudora | Edward Hiney | 9.20 | 1450. | 15.90* |
| Everett Yacht Club, total points..... 24.00 | | | | |
| Descout | Dr. Edwin B. Chase | 11.10 | 2000. | 2.24 |
| Dor-Eve | D. P. Shew | 8.00 | 1850. | 6.51 |
| Snuff | Frank Morris | 15.00 | 2000. | 15.902* |
| Connet | Robert Wilson | 8.20 | 2000. | 15.903* |

* Boat suffered penalty or penalties; the rating is not necessarily indication of a given boat's overall performance.

MARINE GIFT HEADQUARTERS

SHIP'S CLOCK 8 DAY

Brand
New

Seven Jewel,
non-strike
lever move-
ment, sil-
vered dial,
etched nu-
merals. Size 1-dial 3 1/2", dia. back flange
5 3/4", depth 2 1/2".
Polished Brass \$50.00
Chrome \$55.00
Size 2-dial dia. 4", dia. back flange 5 3/4",
depth 2 1/2".
Polished Brass \$55.00
Chrome \$60.00
Plus 20% Federal Excise Tax



SHIP'S WHEEL CLOCK 8 DAY

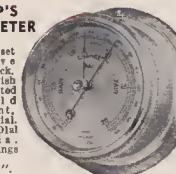
Brand
New

Seven Jewel
non-strike
lever move-
ment, silvered dial, etched numerals, cast
bronze case, dial dia. 4 1/2", dia. back
flange 6 1/4", dia. over spokes 8 1/4", depth
2 1/2".
Polished Brass \$75.00
Chrome \$85.00
Plus 20% Federal Excise Tax



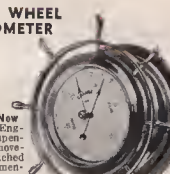
SHIP'S BAROMETER

Matching set
to above
Ship's Clock,
finest English
compensated
screwoid
movement,
silvered dial,
Size 1-dial
3 1/2" dia.
Back Flange
5 3/4" dia.
Depth 2 1/2".
Polished Brass \$35.00
Chrome \$40.00
Size 2-dial 4" dia. Back Flange 5 3/4",
Depth 2 1/2".
Polished Brass \$40.00 NO
Chrome \$45.00 TAX



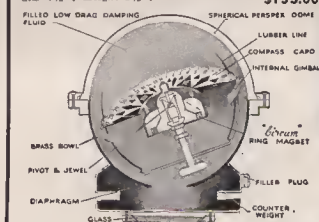
SHIP'S WHEEL BAROMETER

Brand New
Finest English
compensated
movement, etched
dial, dimen-
sions, same
as ship's
wheel clock,
makes an
ideal match-
ing set.
Polished Brass \$65.00 NO
Chrome \$75.00 TAX



THE HELMSMAN "UNIVERSAL" (UNDERLIT)

Brass binnacle with flange base, fitted with transparent
liquid compass, filled with a low drag damping fluid.
Perspex magnifying dome top. Etched brass "eyeball"
protection cover. Circular magnet. Card dia. 6", marked
in degrees 0-360 and 1/2 points. 2 rubber lines 180 de-
grees apart. Internal gimballing. Corrector box with
magnets fitted in binnacle. Electric fitting. Watertight
binocular. Black Crackle finish. Bowl dia. 7 1/2". Flange
dia. 7 1/2". Height 9 1/2".
\$135.00



THE PILOT "UNIVERSAL" (UNDERLIT)

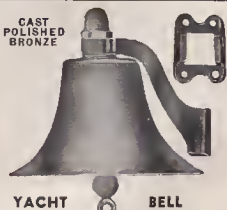
Brass bowl fitted with transparent liquid
compass, filled with a low drag damping
fluid. Perspex magnifying dome top. Card
dia. 3 1/2" marked in degrees 0-360 and
quarter points. 2 rubber lines 180 degrees
apart. Internal gimballing. Internal electric
fitting. Duraluminum bracket, complete
with 2 quick release push fitting plates.
Black Crackle finish. Bowl dia. 4 1/2".
Height overall 6 1/2".
\$67.50
Can be mounted horizontally or vertically.



YACHT BAROMETER

Brand
New

Finest Compensated Movement, Polished
Brass Compact; Dial 2 1/2" O.D. 2" Deep.
Back Flange 4 1/2" O.D. Bulkhead Mount. Ideal
for all size craft.
REG. PRICE \$12.95 SPECIAL \$7.95



YACHT BELL

With detachable bulkhead bracket. Finest
bell metal. Ideal for boats 26 to 65 ft.
Size 6" (diam. at mouth) reg.
price \$11.95, SPECIAL \$6.95
Size 8" (diam. at mouth) reg.
price \$15.95, SPECIAL \$8.95

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116M CHAMBERS STREET
NEW YORK 7, N. Y.

Down East



There are few craft afloat today that were completely built by the owner, like the ingenuity of a Down Easter. That is, even to the extent of cutting and seasoning the lumber, shaping the keel out of scrap lead, molding the hardware and sewing the sails.

The craft is a 28-foot Herreshoff-designed ketch and the builder is Russell Dyer, Freeport maintenance engineer for L. L. Bean Company, known the nation over for its sporting gear.

The boat is a trim ketch and she's sturdy, too, his story will disclose. She sails so well he's hesitant to install an auxiliary engine. But he probably will, come Spring. The boat cost him only \$68 in cash. But she's worth \$5,000 on the market, he says.

Back 12 years ago, he built a 12-foot skiff. Little did he dream then that he would have today the ketch which designers and veteran builders hail. Dyer, former Portland resident, sold the skiff and obtained enough money to buy materials to build a 16-foot V-bottom sloop. He won a race with her in Portland and sold her to buy a motorboat. He wasn't too interested in a motorboat, but at the time he was a skipper of a Sea Scout group and he wanted transportation for the boys. Eventually, he sold the boat and bought a 20-foot motor sailer. This he sold, too, and used the funds for a 19-foot sloop. In 1941, he suspended his boat deals to build his own home.

But the sight of plans of the 28-foot ketch designed by L. Francis Herreshoff, Marblehead yacht designer, in December 1946, got Dyer's boating enthusiasm completely boiling like a sea in a gale. It didn't take long for him to make a decision, particularly when it concerned a boat. He got out the lumber to dry. He made the keel out of an old lead keel from a boat which had sunk off Freeport. The lead weighed a ton and a half, and it cost him only \$18 to produce the keel for the ketch.

Long Time A-building

Dyer spent a lot of time in the building. To use his own words, "Whenever I got discouraged with life in general, I headed for the boathouse." Even his wife had a hand in the boat's construction. She painted out the trim in the cabin. He drew the sails to scale and sewed them himself, a project he termed "quite a job." He planked the ketch with hard pine, 1½ inches thick, below the waterline and with white pine above. The sheer strake is oak, a material he used extensively for trim. The craft has a comfortable trunk cabin, fitted out with four berths and a galley. Decks are white pine. To tongue-and-groove the decking stock he used an old tool his grandfather had. All fastenings are galvanized. The cockpit is 5½ feet long. Her standing rigging is galvanized, and running rigging stainless steel. Chrome was used around the decks. In making the spars, Dyer used vertical grain fir. It is hollow and made up of pieces glued together.

It was a project that took time, patience, particularly when most of the material was hewn by hand from logs which he felled. He wrote frequently to Herreshoff to ask questions and report on his progress. The project fascinated Herreshoff. Once, Herreshoff replied, "It must have been quite a job to make the sails yourself, and I have no doubt that you are probably the only H-28 owner who has done that."

Dyer dreams of a cruise to the east, come summer.

Maine Yards Busy

Most Maine boat yards are busy, either in defense work, new pleasure and commercial construction, or in repair work. Inquiries were coming into Maine from out-of-state yachtsmen, asking for estimates of cost of pleasure boat construction. These Down Easterers aren't too concerned over the immediate future of construction, for they're known the country over for their skilled and reasonable work. Even in a tight market Maine builders generally get more than their share of outside work. This has been proved over the years. In fact, 95 per cent of the boats built in Maine are for out-of-staters.

Among the craft being started is a trim twin-screw 38-foot cruiser for Dr. Louis R. Farley, Portland physician, who has placed his stock cruiser on the market. William Frost, who builds one boat after another, will have the Farley cruiser ready for May delivery. She'll be powered by two Palmer engines, each 125-h.p., with 2-to-1 reduction gears. Sleeping accommodations will be provided for four in a large raised deck cabin, fitted out with a stainless steel galley and toilet room. She'll have a dinette which will convert into a double bed. The craft, which has a beam of 11 feet 9 inches, will have a mahogany flying bridge with a hard-top shelter. Her draft will be 2 feet 4 inches. She'll displace 13,000 pounds. Her large cockpit will be self-bailing. Planking is native cedar.

Three Maine yards are teeming with activity in turning out elaborate, ultra-designed wooden minesweepers for the Government. First of seven 145-foot vessels, each costing \$2,000,000, was launched in November by the Frank L. Sample, Jr., Shipyard, Boothbay Harbor, which set up a new corporate name, Frank L. Sample & Son, Inc., to handle commercial and pleasure craft.

This yard, which built 12 136-foot minesweepers in World War II, has two more vessels to build under its current contract, but Sample reports more in the offing for his firm, largest in Northern New England.

In neighboring East Boothbay, Hodgdon Brothers, a yacht yard over 100 years old, and Goudy & Stevens, Inc., have pooled their adjacent facilities and manpower to build four minesweepers. Two of them have been framed-up outside the big sheds and one inside. All stock is at hand.

Maine's Old-Time Builders

The three yards are employing nearly 600 men, most of whom are old-time, skilled yacht builders. Hodgdon Brothers, which currently has a fifth generation executive in George I. Hodgdon, Jr., has yachts bearing the firm's nameplate in all waters of the United States. It built many famous schooners, including Bowdoin, which has carried Comdr. Donald B. MacMillan to the Arctic nearly 30 times.

The new minesweepers are designed to handle all the latest electronic equipment developed in postwar. The vessels will be equipped with Diesels supplied by the Government. The firms will get about \$746,000 for each vessel. They are heavily built of oak and double-planked with fir thicker than your arm. The beam is 27½ feet. A profile view of the deep vessels make them appear more modern looking than the generally accepted appearance of such craft.

These yards have rejected contracts for construction of some new pleasure craft. They have taken on some new business, but they are principally concerned with taking care of their many old customers acquired over the years. Several other Maine yards, which have been inspected by Government men to determine their facilities are optimistic that they, too, will get some craft to build for defense when more contracts are expected to be let out this month.

Maine's champion outboard racing driver is Charles Brier, 29, Belfast, who looks more like a dapper stock broker than a chap who likes to fool around boats and motors. He clinched 1,220 points during the successful season of the Maine Outboard Racing Association to carry home the Guy P. Gannett Outboard Racing Trophy, a huge silver award, emblematic of the championship, and the Governor's Trophy, donated by

Gov. Frederick G. Payne, a boating enthusiast. The latter was awarded to Brier for having won the 10 h.p. hydroplane class. Possession of the Gannett trophy was in doubt until the tail end of the season, Sept. 9, at Orrington, when Brier placed second in Class B hydro hurricane division to take the championship by a 60-point margin.

Outboard Association Honors Winners

Maine outboarders and guests crowded a Pittsfield hotel late in October to hold its annual banquet and to shower honors on the season's winners. Loren Young, Rockland, won the good sportsmanship trophy posted by the association; George Glidden, the I. C. Allen (Boston Mercury dealer) Trophy for stock utility craft, and Harry Peters, Gardiner, retiring commodore, the Lew Loud (Bangor) Trophy for the 10 h.p. utility class.

Harry C. Peters, Gardiner, who has sparkplugged the aggressive movement of the association and is principally responsible for its reactivation in postwar, retired as business manager because of the pressure of private business. Letters from Governor Payne and the Maine Development Commission, praising the outstanding work of Peters during the past five years, were read.

Arthur Peters, Augusta, was elected commodore; Kenneth Tozier, Unity, vice commodore and race chairman; Kendall Orff, Cushing, rear commodore, and James Smith, Hinckley, secretary-treasurer. Harvey Emery, Bucksport, Lester Farnham, Orrington, and Hubert Girard, Bangor, were named to Finance Committee. Named to the Race Committee were Burleigh Turner, Liberty; Alton Bird, Corrina; Leon Puller, Sr., Augusta; Lloyd Littlefield, Newport; Guy Violette, Bucksport; Farnham; Emery; Smith; Orff; and Kenneth Priest, Palermo.

Harry Peters, originator and sponsor of the Maine State Outboard Marathon, said the contest next June may be conducted on a lake, yet to be chosen, instead of on the Kennebec River over a 60-mile course. This change is planned to permit more spectators to watch the race as the contestants move over an oval course and to escape the rough salt water of the past two years.

The association presented gifts to Peters, Mrs. Maxine Loud, Bangor, retiring secretary, and to Starting Committee members, Ed Burke, Fairfield; Arthur Peters, George Gardiner, Camden; and Eldwin Bodge, Gardiner.

Yachtsmen who cruise to picturesque Perkins Cove, Ogunquit, next summer will find a new channel and anchorage. Ogunquit is fast becoming the fashionable summer resort that Bar Harbor was a few decades ago. Army engineers have contracted with a Providence, R. I., firm to dredge a channel 40 feet wide, 750 feet long, to lead to an anchorage basin of about three acres. The channel will be 5 feet below mean low water. The channel and anchorage are to be in the Josias River, which flows through Flat Pond to Perkins Cove, the Ogunquit Harbor. A nice spot to lay over.

Forepeak Rumbblings

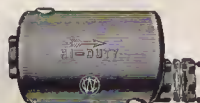
Paul Sauer, Chicago, has abandoned his long-planned cruise around the world on his new 42-foot schooner Scheherazade. She's laid up at a South Portland shipyard and will be sold. She was built last year in Nova Scotia by Sauer for the junkie. . . . John Wiseman, Lewiston, Scarborough and Florida, has purchased the commercial craft Finest Kind and converted her into a sport fishing boat. Harris Company, Portland, has equipped her with every possible piece of seagoing equipment with the exception of radar, and that is in the wind. Wiseman formerly owned the Down Easter, widely known in many waters. . . . Dick Frost, Portland marine firm executive, took a 2,000-mile overland cruise to New York, Michigan and Canadian boatbuilding plants in October, and reports that most builders are optimistic over boating interest but a little concerned over materials. Dick says that Chris-Craft is amazed at the demand for the prefabricated kit boats, even up to the 30-footers. There'll be a lot of building in basements and garages this winter. The demand for the kits is great in Maine, too. (Continued on page 109)

| DECEMBER 1951 | | | | | | | | | | | |
|---------------|----|----|----|----|----|----|----|----|-----|-----|------|
| SUN. | M. | | | | | | | W. | TH. | FR. | SAT. |
| .. | | | | | | | | | | | 1 |
| 2 | | | | | | | | | | | 8 |
| 9 | | | | | | | | | | | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 23 | 30 | 31 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |

This is just the right time to order those new fittings installed in your boat — while local yards have skilled men readily available for such work. During the slow winter months they can devote far more time to your needs — give you the full benefit of their "know-how" — and get your boat ready for an early spring launching!

For further boating comfort and safety we suggest the following:

● **THE W-C "HI-DUTY" MUFFLER** . . . to make the after cockpit liveable. This unit makes ordinary quiet conversation possible — takes the bang out of the exhaust without back-pressure on the motor.



● **THE W-C ELECTRIC WATER SYSTEM** . . . to get rid of pump troubles in the galley and lavatory. A full stream of water is always assured. No noise — no fuss — and any number of faucets can be connected to one pump unit!

● **THE W-C EXHAUST BLOWER** . . . one to banish heat and cooking odors from the galley — one or two more to eliminate the danger of explosion or fire from undetected fuel leaks in the engine compartment.



● **THE W-C GASOLINE STRAINER** . . . to remove causes of worry and fear when rough-going churns up the fuel tanks. Owners can relax knowing the strainer will keep water and sediment from reaching the carburetor.

These are just a few of the countless W-C items available to add to your boating pleasure. So, ask your dealer to show you our catalog. Study it carefully — make your selections now — get off to a flying start towards the new season.

And, be sure to inspect our big display at the New York Motor Boat Show in January. Same location in Grand Central Palace as always — Booths 122 and 203, third floor!

WILCOX-CRITTENDEN CO., INC.
"A CENTURY OF DEPENDABILITY"
 4 SOUTH MAIN STREET, MIDDLETOWN, CONN.

★ Nautical ★ NOVELTIES



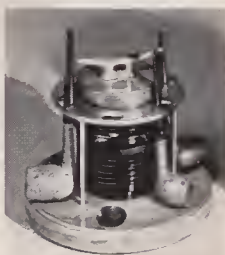
ELECTRIC TACHOMETER

A new electric tachometer of simplified, rugged design which can be installed on a marine engine in a matter of minutes and which will give accurate reading of engine revolutions with no lag or over-run, has been announced by the Instrument Division of Stewart-Warner Corporation, 1826 Diversey Pkwy., Chicago.

It consists of two simple units—a sending switch which is attached to the distributor—and the tachometer head which contains the receiving mechanism. The tachometer head is mounted at the steering position and is connected to the sending switch by wire cable. Current is supplied by the boat's electrical system. The sending switch revolves with the distributor shaft and transmits current impulses to the receiver which actuates the tachometer mechanism and pointer.

The new tachometer is available in three models. The Standard Model is for 6-volt systems, shows engine speeds up to 4500 r.p.m. and has engine "economy range" markers. The recorder model, for 6 or 12 volt, has the same size face dial, speed range, etc., as the standard but, in addition, will register up to one billion engine revolutions before starting over. The Vac-Tach Model, for 6-volt systems, has both an odometer and a built-in vacuum gauge which serves as an engine analyzer and shows the condition of the engine at all times.

Here's a distinctly nautical pipa rack that the yachtsman will treasure, ashore or afloat. Authentic in its styling, the humidor is a fresnel lens as used in lights (red or green) on a maple base, all topped by a polished brass cleat. It's available at The Mooring, Inc., 211 W. Main Street, Bayshore, New York, which is also featuring a two-quart ship's lantern cocktail shaker.



FUEL CHECKER

A new inexpensive product to quickly and accurately check entire fuel systems and the mileage of any internal combustion engine, has just been developed by Rocklen, Inc. of West Haven, Connecticut. It is called the Rocklen Fuel Checker, a complete auxiliary fuel system that makes it possible to bring a boat in for repairs even though its regular fuel system is inoperative.

When "hooked up," the Fuel Checker quickly tests fuel pump flow and pressure, mileage, leaky or plugged gas lines, carburetor needle and seat, fuel level, fuel pump diaphragm, plus other important checks.

7-CHANNEL RADIOPHONE

A seven-channel marine radiotelephone has been presented to the boating industry by The Raytheon Manufacturing Company, Waltham, Mass. This new design, available in 25 or 35 watt models, meets the varying requirements of small craft owners.

The 25-watt unit is ideal for work boats or pleasure craft communications over medium distances, while the 35-watt model supplies the extra punch needed for offshore cruising and navigation. Both models are provided for seven-channel operation in the 2-3 megacycle standard marine band. Higher frequencies are also available up to 12 megacycles for use on the Great Lakes, inland waterways and foreign waters.

Outstanding features of this new radio telephone include separate dynamotor for both receiver and transmitter, thus eliminating noise-producing vibrators and resulting in smaller unit size, ease of installation and quiet operations; built-in individual antenna load circuits for each frequency, insuring highest efficiency and output on all channels; stand-by switch to reduce battery drain; and high sensitivity receiver. All components have been specially selected to stand up under severe stress and strain at sea with low maintenance cost. The 25-watt unit is available for 12, 32 and 110 volt DC and the 35-watt unit for 32, 110 volt DC and 115 volts, 60 cycle AC input power.



INTRUDER SEARCHLIGHT

There are dozens of applications where the yachtsman will find this new "Intruder" searchlight (illustrated at the left) invaluable, to supplement searchlight equipment installed permanently on his boat.



This new light, handled by Abercrombie & Fitch, Madison Avenue and 45th Street, New York City, is an extremely powerful portable light, to be plugged into any 110-volt circuit. At boat landings, marinas, shore-front homes and camps, marine service stations—wherever, in fact, 110-volt current is available—its 100,000 candle-power sealed beam bulb turns night into day.

The "Intruder" light is all brass, chrome-plated, and has a bakelite pistol grip handle, with 12 feet of cord. It weighs only 3¼ pounds and, with its adjustable bracket, can be set down, hung up, or pointed in any direction.

It is claimed to be one of the most powerful portable lights of its size made.

NEW PATCH ADHESIVE

Marine Products, Inc., of Oshkosh, Wisconsin, has recently introduced a new all-purpose patch adhesive that will do a lasting job on such articles as waders, boots, waterproof garments, guncases, knapsacks, rubber or aluminum boats, sails, and other items made of canvas, rubber or leather. Sold under the name Coat and Boot Patch, this adhesive is a liquid rubber "glue" that makes a strong, flexible and waterproof patch. It will not become brittle or crack, is quick and easy to apply, and does not require heat or pressure to make a perfect bond. This new adhesive is also used for patching articles made of fabrics, rubber, wood, metal or plastics.

DINGHY RACING

(Continued from page 16)

short toot. One blast is for one minute, and then three short for thirty seconds, two short for twenty seconds and one short honk for each of the last ten seconds. Weather permitting, six to eight short races are sailed in an afternoon.

How well I recall my first day as a dinghy sailor! We sail around, back and forth, at the starting line and listen carefully to the horn signals. The starting horn sounds and now the moment to show my steam is here. But the others are passing me! What's wrong? Why doesn't this boat move? Now we're luffing. Whose tipping this crate? We are trimmed by the head—too much weight to leeward completely blanketed by the others. Gracefully sailing by are two young boys who hail us with "Hi fellers! Swell breeze, isn't it?" By the time we get straightened out, my competitors are almost around the first mark. I come in last. (Of course, I pay little attention to the fact that my crew and I tip the scales at 405 pounds, not including our wearing apparel, which resembles garb explorers wear in the frozen North.)

Oh well, there are six or seven more races today. I'll show them what I can do in this next race.

Here goes the horn for the second race. Flapper gets off to a wonderful start. I work my way up to weather beautifully, but zig instead of zag, and hit a competing boat. I foul, so I drop out of the race.

Two races and I'm last!

What a hot-shot sailor I'm turning out to be! Now this third race will be different! The last horn sounds and I'm off, going good. Now I have them. I'll show them how to really sail a dinghy. At the first mark, I'm leading the entire fleet. On the second leg I drop to sixth position, and on the final run to the finish line I lose four more boats. I finish eleventh. Nuts!

What am I doing wrong? Perhaps in this light air my 200-pound crew is too heavy. Maybe I need a lighter crew. So I ask a pretty girl on the dock if she cares to sail with me. She weighs only 95 pounds and besides is all dressed for sailing right down to her heavy stadium boots. I think I've solved my problem. Now, with a good start, they'll never overtake me.

During the first leg of the fourth race, there is a shift of wind. Suddenly it blows hard from the northwest, chopping the harbor like a young hurricane. We struggle bravely by luffing, changing positions or letting the sheet run to avoid a knock-down but eventually, on the downwind leg, we capsize.

I come to the surface, look around for my fair crew. She is clinging to the dinghy, laughing. "My boot," she calls, "I lost my stadium boot." So down I go again. (All I have to do is let go of the dinghy and I'd sink like a 400-pound mushroom.) Luckily, after a few stabs in the mud I retrieve her boot.

The launch comes quickly to our rescue and easily gets my crew aboard. Not so when my turn comes. They can get only half of me on board. The other half stubbornly refuses to leave the water. Fortunately, we're near the dock, so they tow both me and the dinghy ashore. A quick hot shower, some borrowed dry clothes, and four martinis put me right again. So I spend the rest of the afternoon sitting by the picture window watching the rest of the fleet race. Conversation from the bar in the rear is about the fellow who turned over and how they towed him in.

Is my face red!

☆ ☆ ☆

ROBERTS BUYS SEA SHELL PRAM BUSINESS

On November 14, 1951, the entire Hagerty Sea Shell pram kit business was purchased by Roberts Industries, Inc., of Branford, Connecticut, manufacturers of the Kit-Craft fleet of boat kits.

The Sea Shell 8-foot kit pram as designed by Francis Hagerty will be offered through authorized outlets and can also be obtained direct from the maker at the usual low price for the complete kit. Solid brass screws for assembly are supplied. This is undoubtedly the most popular boat kit ever assembled as over 20,000 Sea Shells have been built by amateurs in the last three or four years. No design changes are contemplated at this time.



"Exterior Plywood Cuts Costs, Adds Strength, Reduces Weight"

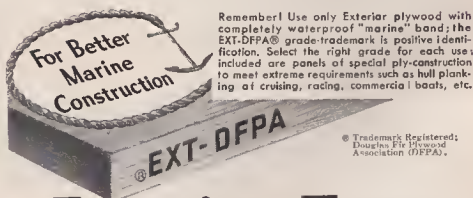
—Say Builders of Famous Sea-Going Cruis Alongs

"WE USE Exterior plywood wherever possible in the construction of Cruis Alongs," reports Gates Harpel, president, M. M. Davis & Sons, Inc., builders of the speedy cabin cruisers.

"Plywood cuts costs by speeding construction; it's far stronger than other materials of equivalent weight. We use over 900 square feet of Exterior plywood in our 1951 Cruis Along DeLuxe 22—for hull planking, bulkheads and cabinet work—and estimate that it saves 150 pounds over the use of conventional materials."

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FOR YOU: A catalog of available plywood boat plans and boat kits—more than 300 in all. Tells where each may be secured, how much each costs. Write (USA only) Douglas Fir Plywood Association, Tacoma 2, Wash.



Exterior-Type Douglas Fir Plywood

PLYWOOD OR NO PLYWOOD

BY JOHN ATKIN, S.N.A., M.E.

We have designed many small boats from time to time in the past to be built of *waterproof* plywood. We expect to continue designing boats of this kind for publication in *MoToR Boating*. While we have not made any particular effort toward encouraging the building of *waterproof* plywood boats neither have we neglected the chaps who wish to use this material. For example the plans of little Saipan, Victory, Motoskiff, Cap'n Dick, Haven, Bobby M and Rescue Minor, among many others in past issues of the magazine, have in their construction specified *waterproof* plywood. While it may be that none of these particular designs meets your requirements, future issues now and then will feature designs of *waterproof* plywood planked and decked hulls—or of hulls which will be adaptable to *waterproof* plywood construction.

Our reasons for going rather light in advocating the use of *waterproof* plywood for amateur builders are not only sound but also are in the best interests of the boat builder as well as the plywood manufacturer.

Based on our own broad experience and upon the experience of numerous readers we have had the pleasure of hearing from, the question of whether or not the answer to practical simplified boat building lies in the use of *waterproof* plywood still remains only partly answered. The question is not solely a matter of simplified building; the important phase of total investment—hours and money in relation to boat-life enter into the problem.

A One Piece Side

Investigation will show the work involved in obtaining the correct size and shape for the "one-piece" side (or bottom) takes considerable time and study, especially for the average amateur builder. It is not simply a question of sawing into a plywood sheet and in a few minutes coming out with the side completed. From much correspondence we have received it is perfectly evident this is the impression many would-be builders have gained from the persistent boosters of plywood construction for any size or type of boat. Unfortunately it is an erroneous impression.

Planking a *waterproof* plywood boat involves the following procedure under normal circumstances.

First, *very accurate* measurements for widths and lengths of a "one-piece" plank must be taken at the stem, at each frame, at the transom and along the sheer, garboard and chine. These dimensions are by no means simple to obtain. They always involve the complexities of "expanding" the curved surfaces. The fairness of the sheer, chine and rabbet lines can only be obtained by careful measuring at each frame—or careful marking—there are in addition a multitude of other factors which often baffle professional builders.

Second, the work involved in sawing out an entire side, by the average amateur, either by hand or by power saw after accurately measuring and marking out the desired piece is no mean task in itself. Those who have experienced the difficulties of trying to balance a 4-foot by 12-foot section of flexible plywood on one's knee, head, saw table, saw horse, or other makeshift holding device can easily testify to the truth of this.

Third, if the builder takes pride in his work the slightest error in measuring or sawing will necessitate the making of an entire new stem, stern, frame, side or bottom.

Fourth, the average cost per square foot of first quality *waterproof* plywood is from 20 to 25 per cent higher than for conventional boat lumber such as white cedar, eastern pine or other accepted woods. The average waste, from useless jib-shaped pieces and the like, will be 10 to 15 per cent greater than from conventional material.

Fifth, the use of plywood frames, frame gussets, deck beams and other similar scantlings proves impractical as well as ex-

pensive. In these parts the end grain of the inner laminations gives poor holding power for fastenings and is difficult to make smooth and workmanlike. The immersion of the exposed edges of plywood into bilge water is not recommended by experienced professional builders. Conventional materials like fir, spruce, red cedar, white oak and other available woods will initially prove less expensive, be easier to handle and assure a long life.

For amateur builders consideration must be given these five basic objections to the use of plywood. It is certainly undeniable that for many uses *waterproof* plywood is a highly valuable material. For the plywood manufacturer it is unfortunate that its users have advocated it for so many projects beyond the practical scope of its applicability.

In the event that *waterproof* plywood is the only material available for boat building in your locality be doubly certain it is of select grade both sides and *guaranteed waterproof*. Unfortunately for the purchasers of plywood and again for the manufacturers, some lumber dealers may make mistakes about the quality of their plywood stock—perhaps through ignorance of suitable plywoods for boat building. Recently the Douglas Fir Plywood Association adopted a standardized marking system of the various grades of plywood for the protection of the consumer. These symbols are either branded into the edge of the wood or a series of red lines are stenciled on the surface to indicate the purpose the particular plywood was manufactured for. This system will enable the consumer to be certain he is securing *waterproof* material and should go a long way in helping an otherwise bad situation.

The use of other than *guaranteed waterproof* plywood of the most select grade in the construction of boats is not only foolhardy—it is a complete waste of time, effort, material and money.

Guaranteed waterproof plywood, if used for prams, small dinghies, light sailboats and outboard boats for amateur builders may make easier work in many instances. By cutting large panels into relatively small pieces the problem of handling and application is simplified.

Problems Are Complex

In larger boats than these mentioned above *waterproof* plywood for planking may be used to advantage by sawing it into planks—for example, applying three widths or more to a side or bottom. In lapstrake construction one of the country's leading manufacturers of outboard boats uses *waterproof* plywood successfully for planking by cutting it into narrow planks and applying it much as he would conventional planking.

Other important factors which enter into the amateur builder's problem of building plywood boats are questions of basic design. Unfortunately the actual application of the "one-piece" side (or bottom) often presents difficulties. We have investigated the designs of boats popularly advertised as "plywood boats" which, by the nature of their surfaces, prevent the successful use of plywood in one-piece type of construction. The problems of covering a V bottom boat with a single plane surface are complex indeed.

Equally unfortunate, for the most part, are the hull forms designed so as to be capable of being easily built of plywood. In an effort to produce a boat suitable for plywood construction designers may sacrifice wholesome characteristics of sea-keeping ability, dryness and other useful, necessary and practical features. In other words, the form of the hull may be sacrificed for the material—to the detriment of ultimate performance.

After all is said and done there is actually no *easy way* in which to build a boat. Because of short-cut methods a boat of any type one way or another ultimately suffers a short life.

ON THE MISSISSIPPI

(Continued from page 20)

was elected vice-president, and a board of directors named.

The group decided that a membership fee of \$10 might produce enough money to pay for a large part of the development of the boating beach the first year. The drive for members flushed out nearly 100 in three counties—more than was expected—and the fledgling club found itself with almost \$1000 with which to finance their beach development plan.

The first step in their program was to receive permission from the St. Francis Levee Board to develop and use Rocky Point for motor boating purposes. Next, they installed a floating boat dock at the foot of the concrete ramp. A full-time caretaker who lives in a houseboat on the beach was employed to look after their facilities and boats left permanently at the dock.

They hired a truck operator to gravel the road on top of the old levee at a cost of \$765. A dragline type dirt excavator was used to dig a ditch to drain a slough which was developed into additional parking space and shady picnic grounds. A high pressure hose was used to cut silt from the concrete ramp so that trailers bearing boats could be backed with ease into the water.

Club members hadn't reckoned with the popular outside acceptance of their plan. Private citizens who don't own boats became enthusiastic and contributed to the development—some giving money, some picnic tables and others barbeque pits.

An excellent by-product has also been produced. While the club members go out to the beach on a Sunday afternoon to enjoy their sport, hundreds of other people in the area also drive out—with their families—just to watch and relax. But the club members don't mind—it's all in the spirit of fun and recreation.

☆☆☆

SWEEPERS TO HAVE LAMINATED STEMS

Probably the largest "one-piece" stem ever built for a wooden vessel was turned out recently by the Luders Marine Construction Co., of Stamford, Connecticut, for use in one of the 170-foot minesweepers they are building for the Navy.

It is built up of laminates bent and cemented to the required shape, thus getting great strength with a minimum of weight. An old-style stem of this size built up of crooks and knees would require at least five separate pieces secured by bolting, which at best could hardly be efficient in securing a rigid structure.

While this construction for the Navy is a new venture for them, it has been standard practice with Luders on all of their yachts over the past half-dozen years, and was developed as an expedient to replace the usual grown knee construction, which is now almost impossible with the growing scarcity of oak knees.

The extent of Luders' Government work clearly indicates why at this time the company's facilities for new yacht construction have necessarily been greatly curtailed.

MODELS OUR AMERICAN WINDJAMMERS

Charles C. Davis, of Port Washington, L. I., who at 82 has devoted a full life-time to such interests as shipping, naval architecture, editing, and writing on subjects related to ships and ship modelling, has had a life-long ambition to fashion a perfect scale model of every type of sailing vessel ever to fly the American flag.

Having started his hobby at the age of five, Mr. Davis is well on the way toward completion of his project, his current model being a perfect miniature of the brig John A. McDermott. Some of the models have been valued up to \$3,000.

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A SHIP IN SEARCH OF A TITLE

BY NED & CAROL CONKLING

The ship is the thing! She will carry as many troops, hang up as great speed records, and bring her owners as many dividends, named JANE DOE as she will called QUEEN MARY. Her designers and builders knew that full well for they called her "Hull No. so-and-so" for many months before her launching title was chosen. In spite of that, however, the world senses that names are marvellous things. Names become infinitely more than merely something to designate one bottom from another, or to help you find the arrival hour in the Incoming Ships column. Who can deny that some names have been carried on the wings of destiny to heights where they can make you recall great accomplishments, and where they conjure up exciting pictures in your memory?

People React to Names

How much of that is attributable to the name itself is a moot question. The lifetime exploits of a vessel become associated with her name, one at a time, and gradually add their luster to the title. One would have to be courageous to suggest that any famous ship would become less the child of destiny under one name more than under another. Yet most people react with considerable promptness to names. They either like them at once, or for some reason not determined—and perhaps quite undeterminable—they "do not care for them." Choosing the name for your craft, assuming it is your first one, or that you are not simply continuing an old name with the addition of a Roman II, or even XXII after it, will prove to your satisfaction the complexity of the problem. Size will have no important bearing on the question, and that pertains to the length of your boat, not to the size of the name. What letters to paint on the deck of your 9½-foot outboard racer is a decision as least as difficult to make as that of the tycoon choosing the gold leaf name on the transom of his 75-footer.

Unless you are an orphan as well as a bachelor, and you have no sweetheart, there will be several counties to hear from before the election returns are certified. Unanimity of thought will be manifestly absent at the outset. The preference of the male voters will usually run in channels quite divergent from those in which the distaff side are found, and there is frequently one member of the board who believes a moderate measure of levity is not only permissible but definitely desirable in naming a boat. If yours is a high-speed outboard someone is quite apt to suggest the name FANNY BUMPUS as being delightfully appropriate. There once was a hard-boiled realist sitting in on one of these conferences who wanted a twin-engined twenty-four mile cruiser called DOCK WALKER. You see from that what can happen.

Jocular Names

But less raucous forms of mirth insinuate their way into the conference. They are harder to combat. For example, one man who was seeking for as good a name as Mr. Crosby's HILARIA without openly adopting it, received the suggestion JOE V. ALITY. It couldn't have been denied a position on the list of candidates if one were sure everybody would "get" it promptly. When one of the conferees happens to be a lady from somewhere south of the M. & D. line, especially if your ship has any speed, you will probably have FRISKY FOOT offered, for that is a title not too complimentary when applied down there. Another form of jocularism which manifests itself oftentimes in connection with the naming of a small outboard craft is to have someone suggest calling it LEVIATHAN or UNITEO STATES. That is not too un-funny, at that, and neither is the thought of calling a Frostbite dinghy ENTERPRISE or SHAMROCK.

Frequently boats are seen with a simple DOROTHY or KATHLEEN or MARY lettered on their name boards, and whether

that is in honor of a wife, a daughter, or some other special lady, no outsider knows. But one promptly accepts it as unmistakable testimony to the regard and esteem some man holds for some woman, and to honor the choice accordingly. Nothing will make the choosing of a name a more prompt and simple process than to have a RUTH, a CAROL or an AGNES that you want to honor or show your love for. It is the bedeviled title chooser without that automatic escape hatch who finds himself involved in a morass of almost suitable names. Many of those searchers instinctively lean toward something with the tang of the sea in it, and quite properly too. There have been numerous TYPHOONS—and what a grand name it is—as well as more than few NORTHEASTERS and HURRICANES. One of the happier choices for a fast boat was ALLEGRO, and TORVADO unites both wind and speed in the picture it visualizes.

Many boats, both large and small, have been called by one of two quite famous names, LIVELY LADY and STORMY WEATHER. Both are excellent, both smack of the sea, and both had famous prototypes. Who can cavil for an instant at the choice of either? The former has appealed to so many that several variations of the use of Lady have appeared—JOLLY LADY, PRUDENT LADY and DARING LADY among them. Some there are who strongly prefer brevity. Perhaps they are the ones who become impatient in the Spring and want to spend as little time as possible with a camel's hair brush. They choose such names as BONNY, SERENA, PAL and WINDY.

Finding the Name of Names

The authors of these paragraphs have a 24-foot auxiliary under construction, and as there are but two on our board of directors, only thirty-odd sessions during six months were needed to find the "name of names" for this particular liner. It is definitely known we have the smartest and most likable name for a 24-footer that ever came out of Roget's Thesaurus.

May you be as fortunate. And whatever results from your conferences, you may be confident it will grow on you, and that everyone who sat in on its choosing will eventually like it so well as to become fully convinced they were the originators of the suggestion and the most ardent advocates of its selection. Names grow in your esteem with their use, and as they are associated with a thing you love.

(When one studies the names given by the several hundred teen-age owners to their small racing sailing craft on Long Island Sound, he is touched by the countless number of MARY'S, DOROTHY'S, SUSAN'S, and the like. But he should be in the Racing Association recorder's office when the almost weekly requests come in to change such names on the records to LIZ ANN, MEREDITH and so on. Life must be fickle.—Ed.)

☆ ☆ ☆

TUG HAS RETRACTABLE PILOT HOUSE

For the first time in local shipping history a tugboat has been especially built with a pilot house that drops and raises again by means of a pneumatic-controlled hydraulic lift when the craft has to pass under a bridge along the New York State canal. This is a new 89-foot, 1,200 horsepower General Motors Diesel-driven tug constructed for the James McWilliams Blue Line of New York.

The reason for this retractable pilot house is that in order to provide proper visibility for the helmsman—both ahead and astern—the pilot house must be higher than the rest of the deck superstructure in which living quarters are arranged. Consequently, the normal pilot house is too high to allow the vessel to pass under bridges.

Salutation, as the tug is named, was built by the Livingston shipyard of Orange, Texas, from designs by Tams, Inc., and is 89 feet 2 inches long overall by 23 feet 9 inches beam and 11 feet 2½ inches maximum depth. She is powered with a model 12-278A General Motors-Cleveland 12-cylinder V-type Diesel engine of 1,200 horsepower (at 750 rpm).

SMALL BOAT BUILDING

(Continued from page 32)

it will all maintain the same moisture content. A few "wet" planks mixed in with your relatively dry ones will raise Old Ned with your hull, and put unnecessary strains on the fastenings, and perhaps produce a warping effect. The moisture content in all wood is a rather difficult thing to know or maintain, and the safest way that has been found is to keep all the wood stored in the same place, so that it will have more or less the same characteristics. (A whole volume could be written about the expansion and contraction of wood in a boat, but I'm not the one to do it, frankly).

So that you can tell how much, and what sizes of lumber you will need, you should make a bill of materials, if one is not given with your particular plans. The sizes of many of the pieces can be read right off the plans, and from the offset table. Others, like the plankinfi, are a little more difficult to figure out. That is why I always make a simple little drawing, such as the one shown, to help me visualize the job. From the lumber yard I find the longest lengths that I can count on in a given wood, and then I plot in where the butt joints will have to be. Always keep these joints away from each other in adjacent planks, so that the strength of the boat will not be impaired. In almost every small boat you must expect to have some butt joints. The advantage of the little drawing mentioned is that it can show you the length of each plank, which will also enable you to order more economically.

I never forget the chap who had gone a long way with his trailer and was bringing home 14-foot planks for his new runabout—which just happened to be 14 feet long also. He was going to have single planks on her with no butt joints. He hadn't stopped to figure out that when a plank bends around the side of a boat, it must not only be wider than appears, but quite a little longer also. If he had taken time to make a little drawing like the one shown, he could have saved himself a lot of disappointment.

(To be continued)

☆☆☆

SERVICE AT DAYTONA BEACH

On your Florida cruise, you'll find the Howard Boat Works, Inc., at Daytona Beach a convenient place to put in for supplies and repairs. Although no dock space is available for rental, transients are welcome to free overnight dockage and space is also available for ten boats for fitting-out purposes. Under-cover storage is offered here, by the season or year, for 100 boats.

A complete sales and service department is maintained for Chris-Craft boats. Facilities include railways, with capacity up to 250 tons, 90 feet. Every conceivable kind of repair or fitting-out job can be handled here with dispatch. All the usual dockside facilities are offered, and it is only a few blocks up to town for shopping and entertainment.

If you're using C. & G. S. chart number 843, you'll find the Howard docks between markers 86 and 88.

MAPPING FOR EVERYBODY

The third printing of Down to Earth, Mapping for Everybody, by David Greenwood has recently been published by Holiday House in New York. The subject matter explains how to be at home with maps of all kinds and further how to recognize the correct map for any special purpose, and how to know a good map from a bad one. It describes very completely the methods employed in preparing surveys, the several methods of projection used to depict the curved surface of the earth on a flat sheet of paper, the projections used in navigation, communication, military operations, astronomy, and other branches of science.

It describes also how the reader can make his own maps and do his own surveying as well as how to get out of maps the full enjoyment contained in them.

The book is listed at \$5.00 and can be secured through bookdealers or direct from Holiday House, New York.

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CHARTS TO SHOW AERO RADIO DATA

THE cooperation extended by the Coast & Geodetic Survey to vessel operators is particularly well demonstrated by their exchange of correspondence with John R. West, owner of the yacht Monsoon. For some time, West has been propounding the value of aeronautical radio aids to boat owners, being a pilot and plane owner as well as a boat owner, and the result of his proposals to the Coast & Geodetic Survey is that there will be added to maritime charts considerable information that will make coastwise navigation much simpler and safer for boats equipped with radio direction finders.

Excerpts from Correspondence

Excerpts below are the more pertinent portions of correspondence between West and the Coast & Geodetic Survey starting in June 1950 and ending in October of the same year:

Under date of June 20, West wrote:

"... Apparently because it has been custom for decades on maritime charts to identify a Marine Radio Beacon merely by the notation 'Rbn,' it forces anyone who does a conscientious job of navigating to pore through pages of *Light Lists* or *Radio Aids to Navigation* to find the station identification, frequency and schedule of broadcasts. Boat owners who do not know that this information is printed on airways charts, will probably continue either to waste hours of time making notations on their maritime charts or else fail to take advantage of radio aids.

"Various maritime charts will locate a broadcast radio station transmitter which may be five or ten miles back from the coastline and hence impossible to locate visually, with merely the notation that a radio station is located there. Again, the average commercial or pleasure boat owner does not know that he can get an airways chart on which he can find the call letters and frequency of the station which thus makes it a valuable navigational aid with a direction finder.

"Similarly, the airways range stations are ignored on maritime charts. Airways stations are on continuously and far more accurate bearings can be taken on them than on Marine Radio Beacons which are on only intermittently.

"It would seem logical that, for efficient and safe navigation of boats, the following would be included on all maritime charts:

- "1. In addition to the 'Rbn' designation that a Marine Radio Beacon exists at a certain point, that its frequency, identification signal, and cycle of transmission would be shown adjacent to it.
- "2. The location of all low and high frequency airways stations within fifty miles of the coast, including the non-directional stations, be shown with the frequency and identification signal.
- "3. All broadcast stations of 100 watts or more that are within fifty miles of the coastline be shown with their frequency and call letters.

"Obviously, your detail charts of major harbors would include the airways and broadcast stations within the area covered."

In answer to this letter, the Acting Director of the Coast and Geodetic Survey wrote as follows:

Aids Placed Where Needed

"As you know, the Coast Guard is responsible for the establishment of radiobeacons along the coast of the United States. Their policy is to place them wherever they find there is a need for such an aid to navigation. There are 29 such stations on the Pacific Coast. In the same area, within 50 miles of the coast, there are 28 aeronautical radiobeacons or ranges and 22 broadcasting stations shown on the aeronautical charts. There are marine radiobeacons in the vicinity of twenty-five of the 28 aeronautical radiobeacons.

"... In accordance with your recommendations, we propose to add to the charts adjacent to the marine radiobeacon symbol, the frequency, code signal and operating schedule wherever possible.

"Before we add any of the aeronautical radiobeacons or commercial broadcasting stations to the charts, we would prefer to have you inform us as to just which stations have proven to be of value in coastwise navigation."

In answer to this letter, West wrote them on October 19 as follows:

"While on an extended trip from here to Seattle, and further North aboard my ship, Monsoon, during August and part of September, I made particular note of radio aids that could well be added to charts.

"Before naming the aeronautical radiobeacons that were of distinct help on this trip, may I also say that invariably their range is greater than marine radiobeacons which means that they are more usable further off shore and more accurate under any conditions. In addition, since they operate continuously it is not necessary to wait until the marine sequences commence. In most cases they broadcast weather at fifteen and forty-five minutes after the hour, Twenty-four hours a day. This data is invaluable and obviously far more accurate than the weather broadcasts from the marine telephone stations which are sent out only twice each day.

Aero Beacon Useful

"Specifically, the aeronautical beacons used were the following: Neah Bay, Washington; Portland, Oregon; Arcata, California; Fort Jones, Oregon; Farallon Islands, California; Salinas, California; Santa Barbara, California; Los Angeles, California; Long Beach, California; and El Toro, California. Besides these ten, there should also be included Oceanside, California, and San Diego, California—both of which I have used many times and with far greater accuracies than the San Pedro, California, or Point Loma, California, marine radiobeacons.

"The commercial broadcast stations used on this same trip to augment the airways beacons included the following: Aberdeen, Washington (KXRO), 1,000 watts; Astoria, Oregon (KAST), 1,000 watts; Eureka, California (KIEM), 1,000 watts; San Francisco, California (KNBC), 50,000 watts; Santa Barbara, California (KTMS), 1,000 watts; Los Angeles, California (KFI), 50,000 watts; and Long Beach, California (KGER), 5,000 watts. In addition, San Diego (KSDO), of 5,000 watts should also be shown on the charts.

Government Publications

"Two government publications—U. S. *Air Force and U. S. Navy Radio Data & Flight Information*—AN 08-15-2, and U. S. *Air Force and U. S. Navy Radio Facility Charts*—AN 08-15-1—give the exact locations and other pertinent data on broadcast and airways stations.

"It is true that within the next few years the low frequency aeronautical beacons will be mainly replaced by VHF units. May I be so presumptuous to wonder if it would not be practical to re-locate the low frequency aeronautical beacons for use along coast lines?"

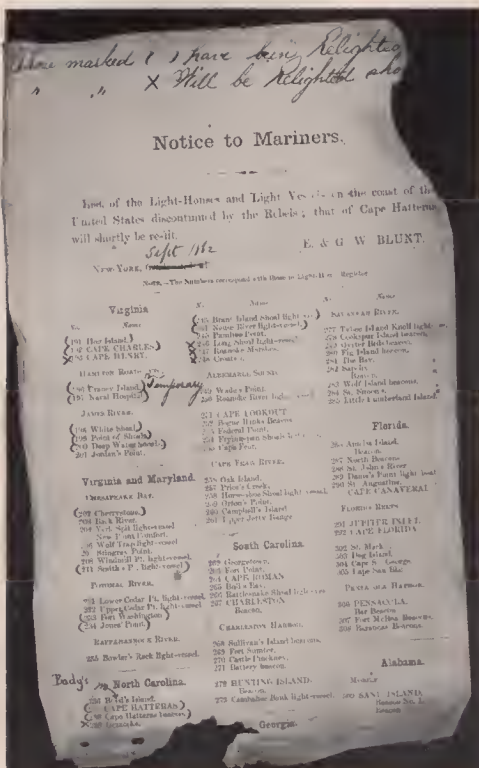
To the suggestions proposed by West, the Acting Director of the Coast and Geodetic Survey Replied, on October 27, 1950, as follows:

"The stations you have recommended for charting will be shown on the charts on which they fall, provided positions with the required accuracy can be found.

"... Inasmuch as the establishment and maintenance of marine radiobeacons are under the jurisdiction of the U. S. Coast Guard, we are forwarding to them for their consideration, your recommendation to re-locate the low frequency aeronautical beacons along the west coast.

"It is noted in your letter that you reiterate the desirability of having on the charts the frequency, code identification and sequence of the radiobeacon stations. This office intends to follow your recommendations. I am happy to inform you that the charts are being corrected in accordance with the new procedure just as rapidly as possible.

"The interest you have taken in furnishing us with such pertinent information is very much appreciated, and please be assured that we are always glad to receive suggestions for improvements from the mariners who use our charts."



Reproduction of one of the earliest Notice to Mariners known. Dated September, 1862, this supplement was prepared for The American Coast Pilot by Edmund M. Blunt. It called attention to the lights discontinued by the Rebels. Published by courtesy of Fred Brown, Red Bank, N. J.

BAY CITY BUILDS MARINE LABORATORY

To further develop and explore the water potential for the State of Michigan's maritime, fisheries, and vacation industries, the University of Michigan has turned to its Biological Station under the direction of Professor Alfred H. Stockard.

New and special boat equipment was called for, and R. F. Beck, President of Bay City Boats, Inc., announces that his firm has been awarded the design and construction contract by the University of Michigan for an interesting marine survey vessel. The boat, to be used in the larger inland lakes as well as for offshore work, presented special interesting design and construction problems.

Designed by Leonard C. Humes, Bay City Boats' Vice-President-Engineering, the boat was recently delivered from the firm's Bay City plant. Construction followed the Bay City system of prefabrication, and reassembly is now taking place at the University's permanent Northern Michigan Biological Station at Douglas Lake, just off the Straits of Mackinac.

Construction is husky. The design shows a hull of 12,000 pounds fresh water displacement, of medium draft, speed, and cruising range, with the ability to work in shallow water as well as offshore, with only her crew of two, or with a 25-man survey party and a cargo of specimens. Power, by Chrysler, is a 115 horsepower Crown, turning a 22 by 15 inch Columbian Style I wheel.

Principal dimensions are: L.O.A., 34 feet; L.W.L., 33 feet; beam, molded, 10 feet, and draft, extreme, 2 feet, 10 inches.

October CruisAlong Photo Winner!

Mr. David Googins of Midland, Texas writes: "My wife and I quarter our boat at Eagle Mountain, since it is nearest to Fort Worth. We enjoy fishing and just plain boating, spending much of our time afloat. We are fortunate in being able to use the boat most of the year as there are only a couple of months in the late winter or early spring when it is too cold or windy for boating. I might add that our CruisAlong has given excellent service, is dry and, with the 100 h.p. Gray, moves right along over the water."



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STORAGE BATTERY MAINTENANCE AFLOAT

By DON RODNEY

WHETHER you own a fifteen foot outboard runabout using a storage battery for operating your running lights or possess a sixty-foot diesel cruiser with a whole bank of batteries for starting, lighting, and signal purposes; it behooves you to take good care of them. Your safety afloat may depend upon their delivering the required electrical energy when you need it. It is not hard to believe that a battery failure at a crucial moment could place your ship and even your life in jeopardy. Storage batteries represent a considerable investment and to add to their normal life by a certain amount of inspection and maintenance is just good business.

Storage batteries are located in various places in a boat depending largely upon the size and type of craft. In small outboard boats they are placed out of the way, under the forward deck or under a seat. On inboard boats of the cruiser or open type where their primary use is for engine starting, they are usually placed inside the engine box as near to the engine as possible. In auxiliary cruisers and larger ships they are often placed below decks in a battery compartment. In all cases they should be in well braced and secured racks so that they cannot shift about with the rolling of the boat. If the batteries are free to shift about, you will be plagued with loose connections and broken wires.

Ventilation of the Battery Compartment

Proper ventilation is essential to long battery life especially during hot weather when the sun beats down on the deck unmercifully. The batteries should be separated by air spaces so that the air can circulate between the individual cells. The gases given off during the charging operation are a mixture of hydrogen and oxygen, a highly explosive mixture. These, together with the possibility of gasoline fumes, make good ventilation highly desirable. Open flames or sparks around the battery must be avoided. Don't go into the battery compartment with a lighted pipe or cigaret or you may not live to regret it. Explosions in the battery compartment have happened, you know!

A main battery switch should be provided so that the circuit can be opened when the vessel is not in use or when work is to be done on the batteries. If this switch is located in the compartment with the cells or in the bilge, it should be of an approved non-sparking type. Tools or other metal objects should never be set on top of or left where they can fall on the battery. A short circuit or flashover can ignite gas as well as run down the batteries.

Inspection of the Batteries

An inspection of the batteries should be made at regular intervals as conditions show to be necessary. It should consist of checking the water level of the cells and taking a hydrometer reading of the electrolyte. The amount of water used by a battery is a good indication of whether or not a battery is receiving the correct amount of charge. As a general rule a battery in good condition which uses an excessive amount of water is receiving too much charging. All the cells in a battery should require approximately the same amount of water. If one cell should take a lot more than the others examine it for leakage. A log should be kept of the battery inspection. Record the date that water is added, the approximate amount added, and the hydrometer reading.

Adding Water

Only approved or distilled water should be added to the cells to keep the electrolyte at the proper level. Approved water is any water which has been analyzed and found safe for storage battery use. It must not contain lime or alkalis in sufficient quantities to be injurious to the electrolyte of the battery.

Since most waters are unsuited for battery use, distilled water is the safest to use. The water should not be stored or transported in any metallic container except one made of lead. Glass, earthenware, or rubber vessels which are clean are satisfactory. A rubber syringe hulk fitted with a glass tube facilitates adding water to the cells.

Water should be added only to the proper level, usually to the bottom of the vent opening. Careless adding of water above this level will result in the overflowing of the electrolyte through the vent opening provided in the vent plug for normal gas escape. An overflow of electrolyte will lower the specific gravity, reduce the battery capacity, rot the woodwork in the trays and racks, and raise hob in general. It will cause corrosion to fastenings and connections and necessitate cleaning of the battery and surroundings.

Keep the Batteries Clean

Keep the battery and its connections clean. If any of the electrolyte is spilled, or the tops of the batteries are found to be damp with solution sprayed from the vent holes, a neutralizing solution should be applied. This may be done by using a solution of carbonate of soda (the kind used in the galley for cooking). Use about a quarter of a pound of soda to a quart of water. For best results heat the solution and apply it freely with a brush. Keep the vent plugs in place during this operation and do not allow any of the solution to get into the cells and neutralize the electrolyte, thus lowering the cell capacity. Sufficient time should be allowed for the solution to neutralize the acid. Wait until the foaming stops and then rinse or swab off the parts with water. Do not allow the soda solution to dry on the battery top as it will provide a path for the current to flow and result in leakage of battery energy. The wet parts may be dried with a clean cloth. If there are signs of corrosion of the terminals, it might be well at this stage to coat them with a thin coat of grease or vaseline.

The Hydrometer Reading

The specific gravity of the cell is determined by means of a battery hydrometer. Since the specific gravity of the electrolyte in the storage battery will lower when the battery is discharged and rise again when the battery is recharged, the specific gravity reading will reveal the state of the charge in the battery. Hydrometer readings should be taken of all cells in the battery. Do not take your readings immediately after water has been added. Sufficient time should elapse in order for the water to thoroughly mix with electrolyte in order to get an accurate reading. This generally requires from ten to twenty hours.

Low individual cell readings may be the first indication of trouble. Individual cells are considered to be low when the specific gravity reading (after temperature correction) is 0.500 below average or the voltage reading with the battery on charge is 0.2 volt low. If low cells are not due to loss of electrolyte and an equalizing charge fails to correct the trouble, the cell should be replaced.

Effect of Temperature on Specific Gravity

Variations of temperature will affect the specific gravity of the electrolyte, so corrections for temperature are often necessary. To make these adjustments 77°F. is used as a base temperature. For each 3°F. above or below 77°F., 0.001 should be added to (if above 77°F.) or subtracted from the hydrometer reading. See the chart below:

| Hydrometer Reading | Thermometer Reading | Correction | True Specific Gravity |
|--------------------|---------------------|------------|-----------------------|
| 1.250 | 87°F. | + .003 | 1.253 |
| 1.210 | 80°F. | + .001 | 1.211 |
| 1.180 | 64°F. | — .004 | 1.176 |

A gradual reduction of the fully charged specific gravity may be expected as the battery ages. This reduction should not exceed 0.150 to 0.200 during the life of the battery and should be taken into account when the battery is recharged. Any great reduction in the fully charged specific gravity of the cells may indicate loss of electrolyte. This may be the result of filling the cells too full and causing them to overflow when on charge. Any electrolyte lost is replaced by water and results in a lower specific gravity level when the cell is fully charged. If no electrolyte is lost from a battery it should go through its entire life without the necessity of adding acid to adjust the specific gravity.

The Charging Rate

Since current is drawn from the battery for various operations on the boat such as engine starting, lighting, running the radio and the electric bilge pump; this current must be restored to the battery during service by the battery charging generator. When the engine is running, the engine driven generator supplies the current needed for lights and other electrical accessories. The ammeter should indicate some charge going into the battery, the amount depending on the state of charge of the battery. The rate of charge will be higher when the battery is fully charged. The voltage of the charging generator is usually controlled by a generator voltage regulator, which should maintain a constant voltage across the battery throughout the normal range of generator speed. An ideal setting of the charging regulator is one that will maintain the specific gravity of the electrolyte at its fully charged value without excessive water consumption. Too high a generator setting will boil out water excessively, while too low a rate will result in the battery becoming weaker from time to time until there is not sufficient current to start the engine. Excessive charging will shorten the life of the battery and necessitate the frequent addition of water.

When the battery is found to be discharged, check the charging rate on the ammeter. If no charge is shown, check carefully for loose or corroded connections, and frayed wires and cables. Any of the above may cause open circuits or high resistance in the charging circuit and as a result the battery will not receive its proper charge.

If on routine inspection, the specific gravity readings are found to be at a fully charged value (1.250 or above) with the electrolyte temperature and the water consumption higher than normal, the charging rate is too high. If you find that the specific gravity of the cells is not being maintained at full charge value, then the setting is too low. In either case something should be done about it and, since voltage regulators are not for the average boatman to fool with, a competent electrician who understands voltage regulators should be called in.

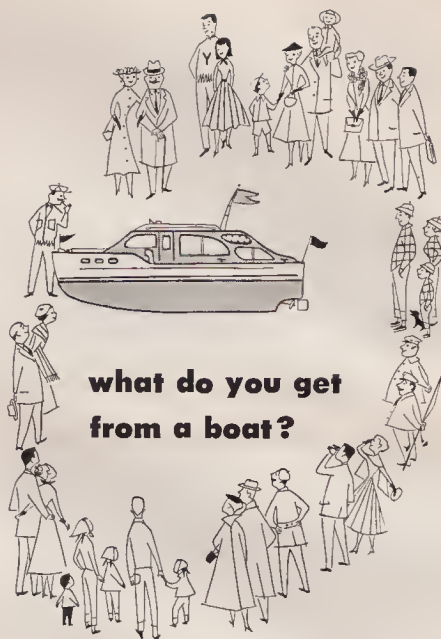
Care of the Vent Plugs

Keep the vent plugs in place, except when taking hydrometer readings or adding water. All vent plugs are provided with small openings for the escape of gas. Clogged openings may result in sufficient gas pressure being formed within the cell to break the seal between the container and the cover plate. Should these vents in the plugs become closed, the plugs should be cleaned by washing in water and the hole cleared with a piece of wire. Do not use a vent plug which is broken, or one with the gasket missing. Don't leave the plugs off the battery and don't substitute a cork for a wooden plug in place of a lost battery plug. Get a new one as soon as you arrive in port. Vent plugs should be laid bottom side up on the battery covers when they are removed. This should be done to prevent dirt from falling into the cells when the plugs are replaced. Dirt will contaminate the electrolyte and shorten the battery life.

Freezing Weather Precautions

Although very few operate their boats during freezing weather, batteries must be protected during the winter layup period. It is good practice to remove the cells from the boat and have them stored in a battery shop where they can have the charging and attention they need. Take them home and set them up in your warm basement if you have the time and equip-

(Continued on page 111)



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LATITUDE 86° 30'

Life begins in the low latitudes. Historically, geographically and, most assuredly, biologically, at, or just below the Equator. We progress up the Latitudes. Lat. 1, hot, hungry and humid. At Lat. 26, we are inclined to see how much fun we can have; by the time we arrive at Lat. 40 we are either short-handed, or we know the ropes pretty well. Lloyds wonders why we want more insurance and most of us have a passenger list.

The foregoing metaphor may seem a bit mixed. Why not? So am I. Part of the Log is blurry and there was many a headache as we weighed anchor at some of the ports between Lat. 1 and Lat. 86°.

Admittedly, up here the nights are sometimes too long for sleeping; it can be lonely and a bit chilly at times. We were part of a pretty big fleet when we started out. But, most of them had sealed orders and have gone to the Seven Seas and beyond. Splicing the main brace is an event, when one of them anchors within hailing distance.

But, if the nights seem long, what a place for dreaming! Who was it wrote, "When I Get too Old to Dream"? Now, when does that happen? As the old, very old, colored Auntie said, "You'll jest have to ask somebody older dan what I is, Honey." Here too. Up here in the High Latitudes we dream of all the cruises; all the shipmates that now lie far astern.

What a lot of time we had for dreaming in the "Boggies"; that aggravating entrance from the Bay of Florida to Blackwater Sound! Long before Henry Flagler dredged a passage for his bridge-builders through Dusenbury Creek, there was a lot of dreaming done on local craft that rested on the bottomless, semi-fluid marl of the Boggies while we waited for the tide to rise, knew that the wind had better be from the South, and drank gallons of coffee. Raccoons' eyes glowed in the moonlight and every ripple was crested with phosphorescent fire.

Dream there, Brethren of the Coast, and stow away treasures for the High Latitudes.

There was a night to dream of on the old Delaware and Chesapeake Canal. A Captain Kidd had deserted the Chesapeake and brought a cargo of pulp wood to Wilmington, Delaware, solely that he might go to Philadelphia and attend John Wanamaker's Sunday School. He liked John, but not the Christiana Creek. Used to the two-foot tides of the

Chesapeake, he had returned from Sunday School to find his sloop about to be suspended in mid-air, as the six-foot tide of the Christiana dropped from under her. We met him at Delaware City where he invited us to pass him our line and he would tow us through to Chesapeake City. That beat rowing our 13-foot by 45-inch ketch. The night was black, we floated on silent, invisible water. Still I dream of the mellow warning of the mule-driver, as we neared Buck Bridge. "Blo-o-ow yo' hawn," and the refrain of the deck hand, "Blo-o-o-w yo' hawn, it is, suh." And then, the conch shell's homey note. We afforded a night's entertainment to the lads on a string of scows that hugged the spoil bank to let us pass. "Where ye goin' in that peanut shell?" one asked. "Just down the Bay," we said nonchalantly. "In *that*?" (These men had more respect than I had for the water. They knew more about it.) "Air ye alone?" came next. "My mate's down below, asleep," I told them. That did it. "Down below, asleep, he sez," and the scows rocked with ribald sound affects until the plodding mules took us beyond ear-shot. I could not get that much substance for a dream out of a tide-water canal with no mules.

Foundation for Dreams

A sound foundation for dreams, 'way up here, are the designs in MoTOR BOATING, I ponder over them. Diagonals, sheer lines, water lines and the miraculous prescience that dares to go on record as to where all these things will come out. I think it very odd to build a catamaran with the curved lines that should be outside, on the inside.

I dream how simple it is to build a good boat if you have an axe, a saw and an adze and the know-how. I dream of the right place for the mast step, so that she will carry a bit of weather helm and luff up, if you doze off.

There was an old German doctor in Wilmington. I dream of howling blizzard and the good doctor watching people enter a church across the street from his office. "My, my," murmured the doctor, "Vot a lot of trouble some peoples vill take to keep from going to hell." Dreams are disconnected things. Maybe.

Whatever else you may jettison in foul weather, let no dream be lost. They come in handy for trading when another craft anchors within hailing distance. So, "Lights shining brightly and all's well."

STEPHEN COCHRAN SINGLETON,
The 86-year-old yachtsman, Miami, Fla.



PLASTICGLASS PRODUCTION IS UP

Garform Industries, Inc., who this year purchased the Garform Division, of the Wood Marine Engineering Corporation is now in active operation. Equipment includes moulds necessary to produce "Plasticglass" boats. The newly formed corporation is located in their remodeled plant at 225 So. Main in Wagoner, Oklahoma.

W. E. Duerr, General Manager, stated they were producing three "Plasticglass" models from especially designed moulds and were using a formulae that is revolutionary in the marine industry.

The boats are made of Plastic and Fiberglass (T.M. Reg) and moulded into shape under pressure. Duerr states that the boats are waterproof, warp-proof, and weather-proof and that the big feature is the impregnated color which requires no "painting up-keep", neither do they become water-logged or corrode. These boats are exceptionally light, weighing considerably less than steel or wood boats which allows for cheaper operating cost. Also should a fracture occur in the hull or deck, it is easily repaired by the user, Duerr said.

"We are planning on expanding our plant and facilities and carrying on an extensive sales campaign," Duerr said. No production figures for the coming year were mentioned, but he said the future for Garform looked "bright."

INVITATION TO KELOWNA, B. C.

American boatmen bringing their boats up to Okanagan Lake, Kelowna, B. C., by trailer will be pleased to learn of the opening, recently, of the Kelowna Yacht Club House.

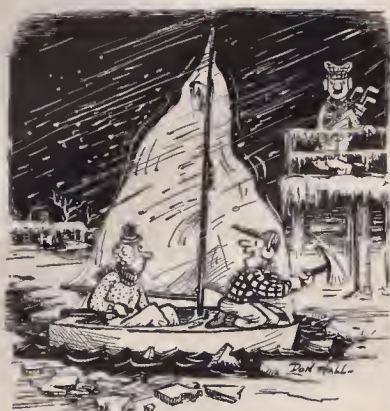
During the past five years, remarkable strides have been made in developing the excellent facilities Okanagan Lake offers for recreational boating. Ninety miles north of the border, it is also about ninety miles in length. Kelowna, a city of 10,000, is located on its shores.

Loading and unloading ramps for boat trailers have been constructed, a breakwater and causeway built, and boat slips created in protected water for forty-five motor and sail boats. The ramp service is rendered completely free to all boating guests. Facilities of the club house will be at the disposal of any accredited member of any yacht club in Canada or the United States. Boat and engine repair and overhaul facilities are excellent, and there are two marine gas stations.

A three-day international Regatta held during the summer attracts contestants from more than one-third of the States and all the provinces of Canada.

Gordon Wilson, M.D., Vice Commodore of the club, extends a cordial invitation from the organization to all American boatmen, especially those whose boats can be brought up to the Okanagan by trailer.

Around Our Harbor



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SAFETY SUGGESTIONS FOR BOATMEN

H. H. Dierksen, manager of Walter Kidde & Company's Marine Division, has some safety suggestions for motor boat owners that merit review.

He points out that fires may result if fuel vapors come into contact with a super-hot exhaust pipe or with sparks from the engine itself or bad wiring. So check your boat now for defects in wiring, exhaust pipe insulation, and fuel and ventilation connections.

To overcome the accumulation of fuel vapors, check fill pipes to see that they are firmly attached to a tight deck plate. Remember that fuel tanks should be properly vented, and the screened vent pipes should discharge to open air, away from hull openings, hatches, doors, or ports. They must not discharge into bilges!

Check the area of galley fuel storage for an accumulation of volatile gases and see that fuel lines are tight and drip-free. Make a point of seeing that the galley range is always free of grease that could ignite.

Gasoline operated hot water and cabin heaters should be avoided and an automatic shut-off device should be installed in case the flame is extinguished accidentally. The use of pilot lights is to be avoided.

Because bilges are difficult to clean and seldom seen, they are frequently overlooked in a boat's clean-up. However, unclean bilges are unsafe. Fuel drippings form one danger. Secondly, fuel vapor, being heavier than air, tends to settle in bilges. The first hazard can be overcome by successive "pumpings" of bilges with cleaning agents specially provided for the purpose. The second can be controlled by ventilation similar to that described for engine compartments.

Watch out for fuel- or paint-saturated rags anywhere aboard. Spontaneous combustion may touch them off.

When checking the electrical system make sure that wiring is of ample capacity to carry the loads imposed, that the insulation is tough and resilient, not worn in any way, and that con-

nections are clean, tight, and protected from moisture.

If fire does flash, can you control it? How many extinguishers, and of what type, have you aboard? Be sure that you have a sufficient number to handle any eventuality and that they are kept charged.

If you have a larger boat, consider installing a built-in carbon dioxide extinguishing system for its engine compartment. These systems are moderately priced and provide effective protection. The system may be either automatically or manually actuated, or both. If fire flashes, carbon dioxide rushes through piping and is discharged into the compartment, totally flooding it with the inert gas. By excluding oxygen, the fire is snuffed out immediately. A feature of such a system is that it cannot harm machinery or electrical equipment, and leaves no mess to be cleaned up after the fire is out. Such an installation reduces fire insurance for boats so equipped.

It's up to you to protect your boat, your family, and your guests. Common sense combined with prudent maintenance goes a long way toward eliminating possibility of fire. However, be prepared to cope with it.

GALLEY EQUIPMENT STILL AVAILABLE WITH PORCELAIN ENAMEL FINISH

Despite current material shortages, galley stoves and cabin heaters still are available with corrosion-resistant porcelain enamel finish, a spokesman for Sterno, Inc., announces.

According to the New York marine heating equipment manufacturer, the glass-like porcelain enamel coating provides permanent protection against rust even in highly corrosive salt water atmospheres. The coating serves an additional purpose in the case of galley stoves, in that spill-overs can be wiped up easily with a damp cloth, and there is no danger of staining the finish with food acids.

Sterno equipment still available with porcelain enamel finish includes two-burner and one-burner galley stoves, and the Sterno Cabin Heater. All may be used with canned heat.

NEW BOOKS ON MOTOR BOATING

MOTOR BOATING will have ready, later in December, two new books to be titled *Boat Maintenance, Afloat and Ashore*. These will be a complete guide to the upkeep, overhaul, buying and selling, repair and improvement of boats and motors. In two parts, they will total about 576 pages and sell for \$3.50 per volume or both parts (when ordered together) for \$6.00.

Nearly every subject allied to motor boats has been dwelt upon. A list of contents follows, with a brief outline of the many hundreds of subjects thoroughly discussed in the various chapters.

Contents—Part One

AWNINGS AND COCKPIT COVERS—A demountable top, for outboard or inboard. Pipe and canvas easiest to handle. A folding canopy top. Extending the canopy top. A semi-permanent top to follow cabin lines. Cockpit shelter for the open sailboat. Boom-supported cover simple and handy. Cockpit curtains. A portable cockpit awning. Ideas for cruisers and utility boats.

BALLASTING—General principles. Principles explained. Concrete as ballast. Increasing stability. High or low ballast.

BATTERIES—Give your battery a break. Correct installation is important. Two batteries desirable. How to determine battery capacity required. A reserve battery. Simple hook-up advised.

BERTHS—Pipe uppers for comfort afloat. Alternate methods of installing pipe berths. A pullman dinette. Modernized berths. Comfort important. Pullman-dinette berths. Combination dinette-berth. Dinette in plywood.

BOAT HOUSES—A boat house deluxe. For the cruiser. In the modern manner. Valuable boat house suggestions. Providing for a boat. A small floating boat house. Protection for the runabout. A permanent shelter. A home on the waterfront.

BUYING AND SELLING—Your interest will be best served if you engage a yacht broker. Judging a used boat. Look below the surface. Checking up on the used boat. The engine a factor of prime importance when buying a boat. Reputably designed and built boats the best investment. Analyze your requirements. A survey of the various features of design and construction in hull and power plant which should be given attention.

CANVAS DECKS—Refinishing. How to restore the deck finish. When deck paint is cracked. Treating cracked deck paint. Burning off the old paint. Water-tight canvas decks. Preparation of deck surface essential. Well laid canvas good for years.

CASTINGS—Casting a lead keel. Smooth, well made pattern needed when molding lead. The open sand mold method. Patterns for special castings. Essentials of pattern making. Pattern-maker should understand molding process.

CAULKING—A winter job. Caulking wheel ideal for small craft. Caulking job must be done right. Caulking is an art. To assure a tight boat.

COMFORTS Afloat—Hints to boat wives. The head. Living aboard. You and your boat home. Etiquette and boat handling.

CONSTRUCTION—A plywood cabin. Spray strips—How they act. Security at the bitter end. A mooring bitt. Laminated carlins and beams. Added strength in laminated construction. Suggestions for the amateur builder. Preliminaries to actual construction. First essentials. Backyard boat building. Protect your boat while building. Constructing a temporary shelter. Building outdoors. Grid of timbers makes a firm base.

CONTROLS—Remote controls.

CRUISING HINTS—The cruiser as a summer home. Your first cruise. More hints on a first cruise. Choose your crew with care. Your initiation in cruising.

DINGHIES—Handling the dinghy. Getting the dinghy aboard. Keep that dinghy in racing trim. Laminated davits. Handling the dinghy at the stern. Possibilities in A-frame davits. How to recanvas the dinghy. New canvas.

DOCKS AND SLIPS—A job for an amateur. A rigid dock. A dock for the cruiser. U-shaped berth for a 30-footer. For a small skiff in protected waters. Unique idea for floats. A

dock to withstand the ice. Sheet steel piling suggested. Avoiding the ice. Building on the ice. A concrete dock. A mass masonry pier. For two runabouts. A floating dock. Small dock construction. Landing facilities for the cruiser. Small cruiser dock with shelter house. Mooring the club's dinghy fleet. Mooring to shore.

ELECTRICAL ACCESSORIES—Electricity aboard your cruiser. Know your instruments. Servicing electrical equipment. Electrical test routine. An extra generator. Using two independent systems. A separate generating unit. Blinker light signaling equipment. An inexpensive outfit, easy to assemble. Shuttered searchlight gives a strong beam. Charging the 12-volt battery with a 32-volt generator. System in use eleven seasons. How to make a suitable resistor. Lighting the small cruiser. Fuses—Safeguards of the electrical system. Fuses essential in marine electrical circuits. Fuse panel easy to make. Servicing electrical accessories. Testing electric circuits. The "why" of wiring. A few essentials in wiring a boat.

ELECTROLYSIS—Cavitation and electrolysis of propellers. The proper hook-up. Galvanic corrosion—What it is and how to fight it. Cause of marine corrosion. Electrolysis can be controlled. Dissimilar metals in impure water cause electrolysis. The control of electrolysis. More about electrolysis.

ENGINE COOLING SYSTEMS—Cleaning the cooling system. How to treat clogged water jackets. Fresh water cooling.

ENGINE INSTALLATION—Installation problems. Things to watch. Repowering the boat. Pointers on installing a new engine. Getting the engine back aboard. A windjammer talks about engines. What engine shall I buy?

ENGINE MAINTENANCE—Overhauling your engine. Engine timing. A pressure gauge in the cooling system. Detects faulty operation. Pressure indications of cooling. A 20-point engine check. Taking the engine out of moth balls.

EXHAUSTS—Renewing the exhaust line. Breaking rusted exhaust connections.

FITTING OUT—Don't cut all the corners! Have everything ship-shape. Checking your underwater fittings. Pre-season examination of underwater gear. Putting her back in commission. Early preparations. Getting a start on spring. Winter work. Why not clean the bilge? Odd jobs for the lay-up period. Tips on fitting out. Shipshape and bristol fashion. Launching not far off. Don't neglect your boat. When halmy days arrive. Fitting out is no task. Sailing check list.

FLOATS—A club float. A landing float. Built with drums. A pontoon float. Providing for the small boat. A float for swimming. An inexpensive float. Holding the float.

FUEL SYSTEMS—Safe fuel lines. An adequate fuel system. Install well—Inspect often.

STABILITY, SEAWORTHINESS AND SAFETY—A simple and understandable discussion of the important part stability plays in the comfort and safety of your boat.

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THE EVOLUTION OF HULL FORMS—A discussion of distinctive boat types, including the many variations of the three basic hull forms.

HANDLING THE BOAT—Introduction to boating. Equipping and organizing the boat. Getting underway. Piloting. Planning the cruise. Upkeep.

Contents—Part Two

Contents of Part Two includes chapters on heating; ice boxes; ignition; insulation; leaks; living aboard; maintenance around the clock; masts; mooring rigs; motor operation; motor troubles; outboard motors and accessories; outriggers; painting; planking and how to repair it; plumbing; plywood repairs; propellers; pumps; radio and electronics; railways, cradles and dollies; rebuilding; rot and decay; sails; sea gulls; shaft and shaft logs; steambox and bending; steering gear; supplies; tanks; tools; tuning up; upholstery; ventilation; vibration; why own a boat; winter lay-up and protection; woods; yacht clubs.

Man Overboard Procedure

(As recommended by U.S.C.G. Auxiliary—12 District)

Equipment Required

1. At least one life-ring and one life-jacket should be kept in the cockpit, readily accessible at all times.
2. First-aid kit should be aboard at all times and stowed so as to be quickly available and protected from abnormal effects of atmosphere.

Before Emergency

1. Be sure all persons aboard know exact location of all life-preservers.
2. Be sure all persons aboard know who can and who cannot swim.
2. Hold a brief rehearsal of the following procedure before getting underway.

Rescue Procedure

1. First person aboard to observe the accident alerts all hands by calling out "Man overboard, port side (or starboard side, as case may be)." This person must keep his eye constantly on the survivor, trying NEVER TO LOSE SIGHT of him, while guiding the helmsman back to the spot.

2. Person nearest life-ring uses the most expedient method to throw ring as near as possible to the survivor. Other persons aboard don life-jackets if possible; a good swimmer should prepare to go into the water if needed.

3. Helmsman maneuvers vessel so as not to endanger survivor, using quickest safe method to get back alongside him. Usually this will involve a full turn toward the side where the survivor went over, although in special cases it may be possible to back down safely. Generally the vessel should approach the survivor so as to bring him aboard on the lee side.

4. Survivor is brought aboard by best available method: life-ring, line, ladder, hoat hook, direct hand lift; usually over the side. If the vessel is so constructed that hoisting survivor over stern is easier, engines must be completely stopped.

Treatment

1. Because every survivor will be suffering from shock he should be made warm and permitted to rest. Stimulants may be administered if he is conscious, but never pour anything down the throat of an unconscious person.

2. If survivor is unconscious lay him face down to prevent choking. If breathing weakly, or not breathing, begin artificial respiration.

Notes

1. The foregoing is as general as possible to allow for peculiarities in vessel construction, variable combinations of wind, sea, current, etc. It is essential that the vessel be kept under control at all times.

2. It is the helmsman's responsibility to see that he in no way endangers the survivor through backing down, swinging the stern too close, creating excessive propeller suction. Few boats have positive neutral and must be handled with extreme care when approaching the survivor.

3. Life-rings with lines attached should not be thrown from a moving boat because of the probability of pulling the ring away and the hazard of fouling the propeller. Besides affording the survivor flotation, the ring helps mark his position.



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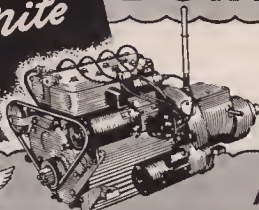
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Knowledge of Atomic Bomb's True Dangers Secret of Survival

By U. S. Coast Guard

IF you understand the capabilities of the atomic bomb and know elementary steps leading to survival, your chances of getting through an attack by this weapon are relatively good. In fact, you can live through an atom-bomb raid without a Geiger counter, protective clothing, or even special training.

So says an official Government booklet, *Survival Under Atomic Attack*, produced by the National Security Resources Board and now being sold by the U. S. Government Printing Office.

Although the atom bomb holds more death and destruction than man ever before has wrapped in a single package, its total power is definitely limited. Proof of this assertion is in the fact that more than half of the people who were a mile from the atomic explosion at Hiroshima are still alive; survivors at Nagasaki numbered almost 70 percent.

People standing right under the bomb have no hope of living through the experience. Anywhere within one-half mile of the explosion center makes survival chances at odds of 1 to 10. From one-half to 1 mile away the odds are 50-50. From 1 to 1½ miles 15 persons out of 100 may be killed. From 1½ to 2 miles as few as 2 or 3 in every 100 will die. Beyond 2 miles, the explosion would cause practically no deaths. There would be many injuries, undoubtedly, but chances for recovery are much the same as for everyday accidents.

Distance Increases Safety

Contrary to popular assumption, an increase in the power of an atomic bomb is not reflected in a corresponding degree to the area of destruction. A bomb causing devastation roughly 2 miles away must be doubled in power to increase the range of damage to 2½ miles. If the original bomb was made 100 times as powerful—a super bomb—it would reach out only a little more than 4½ miles. And most of the damage and death are caused by blast and heat, just like ordinary high explosives.

To meet blast, a potential victim should fall flat on his face, burying it in his arms. Good spots are against an inside wall away from windows, under a bed or table, or a handy ditch or gutter. Eyes should be covered for 10 to 12 seconds following the explosion. These actions protect against temporary blindness as well as flying objects, especially glass.

Flash burns and heat may extend 4 to 5 miles, a development that caused about 30 percent of the injuries in the attacks on Japan. A wall, a high bank, or some kind of shelter away from the bomb's burst can prevent any burns. In outlying areas something as thin as cotton cloth may be sufficient. Sleeves should not be rolled up; a hat brim may prevent a face burn.

Radioactivity, not unlike sunburn, can cause harm depending on the power of the rays and particles, upon the length of exposure, and upon the amount of a person's body exposed. In a broad sense, the explosive kind of radioactivity dies quickly; its range depends upon the height of the bomb at time of

explosion and its effectiveness upon an individual's lack of protection at a given distance within this range. At sea an underwater burst brings no heat, less blast, and practically all explosive radioactivity would be absorbed by water.

Good Bath a Defense

The other kind of radioactivity, artificial or "induced," could be set up in such objects as gold and silver, but never offers great danger. Even though canned and bottled goods may be irradiated, they are safe for eating if containers are not broken. Outer clothing will automatically serve as a "trap" for most of the radioactivity accidentally picked up, and should be removed and, if heavily contaminated, buried. A good bath or two, with particular attention to the hair and fingernails, is another defense.

With practical comments on "do's and don'ts," the booklet concludes with a reaffirmation of the two great dangers, blast and heat, protection against which does much to avoid the harm caused by explosive radioactivity. The lingering radioactivity, it adds, is no more to be feared than typhoid fever and it can be avoided.

A simple, inexpensive device to measure a person's exposure to atomic radiation has been developed for military and civil defense needs.

Suitable for mass production for less than \$1, the device is small and light and can be hung from the neck like a "dog tag." It will measure very slight to fatal doses of radioactivity. It consists of a small metal case containing a flat paper package made up of photographically sensitized film and a pod of developing solution. Exposure to the harmful gamma rays causes the center of the film to turn light. The greater the exposure to radiation, the whiter the strip. Comparison of the grade of whiteness with a graduated scale on the edges of the strip indicates the degree of exposure. Shields in the case block alpha and beta rays.

An individual suspecting exposure simply draws a plaque from the case, at which time the pod containing the developer is broken. Fluids then spill over the test strip. After a minute's wait the plaque is opened for comparison with the test strip.

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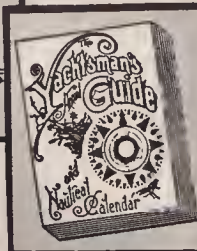
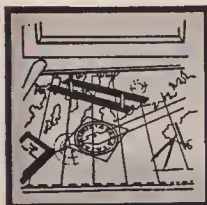
The 147-foot brigantine Madalan, formerly owned by Richard T. Crane of Chicago, has been purchased by Harold W. McCormick, New York educator, and will be used as a floating college, according to the new owner of the craft. Count Felix von Luckner, German sub commander in World War I, is associated with McCormick in the educational program. Home port of the Madalan is Providence, R. I. The brigantine served in the U. S. Coast Guard's anti-submarine sailing patrol during World War II.



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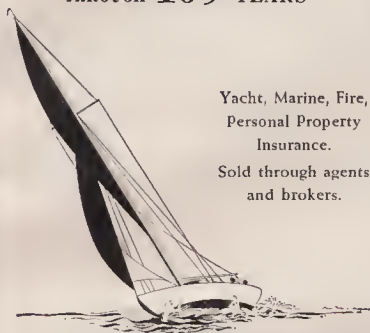
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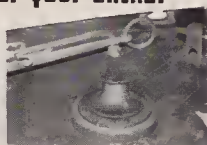
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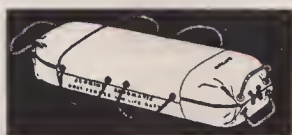


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WOMAN'S WAYS ON A WINDJAMMER

(Continued from page 19)

or doing something lighter such as sewing patches in trousers, darning socks, typing lists, making corrections in the pilot book or cleaning below.

In addition to this, each person must take the wheel for one hour each watch, but the girls usually have it more than that. Since we aren't required to go aloft with the boys to handle sail, we usually take the wheel at that time so there will be an extra boy to go aloft. The girls, however, are allowed to handle lines on deck so when sails are doused or we go about, we can help with that. During the night watches, no work is done except for taking the helm and handling the sails when necessary, so it is then that we sit around on deck, drinking hot cocoa and discussing such things as the attributes of intellectual honesty or whether "one of the three girls on board has a brain like a soggy melon."

I put that in quotes for a definite purpose because my brain bears no resemblance whatsoever to a melon or any other kind of fruit and I hereby proclaim it to the world!!! Needless to say, since the girls are in a definite minority, they are forced to act as scapegoats for continual teasings, and it becomes almost their duty to stand up for the right and equalities of women in general.

A Major Problem

One of the biggest problems that the girls have on board is that of washing their hair. There is not enough fresh water to use for luxury's or beauty's sake so you put off the ordeal of getting saturated with salt water as long as possible. Then finally the agony of going around with grimy hair gets to be worse than the thought of salty hair and so, garbed in a bathing suit and armed with shampoo, towels, soap, wash cloth and buckets, you go up on deck and settle down to an afternoon's work. The day you usually pick seems always to be rougher and windier than any of the others on that particular passage, but you have put it off too long already and can't wait any longer. Besides, having gotten all those things on deck, you couldn't very well take them below again.

So, over the side goes the first bucket. You wrap the line fastened to the handle around your hand several times and grip the line as tightly as possible, as you realize that if you lose a bucket over the side your life is worth so little that you may as well jump in after it and drown in the watery depths along with the bucket. The wind whips your hair into your eyes and the ship pounds up and down like a child who is teetering violently on an energetic rocking horse. You stagger trying to keep your balance and then give a mighty "ah-heave" on the bucket which is now filled with water. If you manage to get it up on deck without spilling all of it, you then go on your knees in front of it and in a true Oriental salaam you plunge your head into the water.

It is freezing cold and the cold wind whistling over your head, doesn't make it feel any warmer. However, undaunted, you pour on quantities of shampoo. If you use enough, a real lather can be worked up despite the objections of the salt in the water and pretty soon soap suds come drooling down your face, into your eyes and several independent soap bubbles, caught by the wind, play hide-and-go-seek with each other, making the deck around you look like a glorified bubble bath.

Then comes the rinsing. You stumble to your feet, again clutching the bucket line firmly in your hand, and with eyes tightly shut to keep out any inquisitive soap suds, you heave the bucket over the side for more water. The ship is likely to take an extra violent plunge at this point and you either find yourself sprawled ignominiously on your knees in the scuppers or dangling halfway over the bulwarks holding on to the bobbing bucket for dear life. You are never really quite sure where you are as your eyes are still tightly closed.

Finally after much maneuvering and with another pail full

of water on the deck, you do another "Praise-be-to-Allah" into the bucket, but this time the ship, instead of plunging straight down into the trough of a wave as it normally does, lurches and careens dizzily to one side on the way down. Since you aren't prepared for it, your nose follows the fall of the ship and lurches very emphatically into the side of the pail. At this, you do open your eyes because your nose hurts and so with wounded nose, eyes and dignity, you put your head into the bucket for another brutal baptism.

All sense of what is up and what is down is lost anyway and then the ship adds to your confusion by doing her violent gymnastics. Finally, after going through contortions that even a Yogi would be proud of and after applying all the ju-jitsu stunts you know in hopes of making the pail, water and deck cooperate with each other, you rise and under the hair that straggles over your face in a mass of tangled salty knots, you wear a smile of proud superiority, for you know that now, at last, you must be clean.

In contrast to this, washing clothes offers quite a pleasant relief, for after seeing what salt water does to one's hair, we figure that any fabric that couldn't grow out periodically as hair does, might be ruined by salt water, so we save our laundry to be done by some efficient Chinaman in the next port.

The Cook Has a Job, Too

But even with all the difficulties and confusion of washing our hair, I still think that the biggest and most difficult job is held by Ed, our cook. His job is usually taken for granted and the steaming hot meals that come onto the table are eaten with hardly a thought of the effort that has gone into the preparing of them. I, however, had the opportunity to realize exactly what went into preparing a meal, because Ed got malaria about a month ago and spent five days lying in his bunk alternating between being a shivering mass of humanity under a mound of blankets, and being steaming hot and aching miserably all over. Exy, the skipper's wife, did most of the cooking while Ed was sick, but after a great deal of pleading on my part, she finally let me take over the planning and cooking of the meals for one day.

I decided on pancakes for breakfast and grilled cheese sandwiches with bacon for lunch. To cook enough pancakes for 22 people I had to get up at 5:45 so that I could mix the batter and then cook enough ahead of time to have a large enough supply for everyone. At that hour of the morning, my brain is slightly numb and thinking gets a bit confused but mixing the batter wasn't too confusing as it just consisted of adding milk to Aunt Jemima pancake mix. The last time Ed made pancakes, they were sort of rubbery as the flour is getting old, so I added baking powder to help. . . a mistake, I found out later, as they tasted as though they were full of soda.

Making Pancakes in a Squall

Just as the batter was mixed and the grill was hot, the worst happened, and we ran into a squall. The timing of it seemed unbelievable as we had had nice smooth weather all that week and up until the minute that the squall hit us. Then it broke out in all its fury complete with head wind and pounding seas. The ship made up for all its previous good behavior by pounding up and then down and lurching crazily to each side in the middle of each plunge. That didn't create the best situation for making pancakes, but each time I poured the batter on the grill I would make bets with myself on how far the batter would drool over the side and onto the stove.

The ship by then was heeling over like an airplane that was dipping its wings to the President. I propped the grill up on the teapot so that it wouldn't slide off the stove and then when I had everything arranged, they decided to go about which meant that everything had to be reorganized. The pounding got even worse as time went on and pretty soon the ship felt as though it were an express elevator that was traveling at top speed from the first to the tenth floor, and I felt like an old dish rag that had been on sale for a month in the basement.

Then the grill got too hot and that in the combination of the batter spilling over onto the stove made the galley fill with smoke. It wasn't just an ordinary wood smoke either but a hot,

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sticky and greasy one. Sickening. The "dishrag on sale" felt as though it had moved from the basement to the middle of Dante's Inferno. With Dotty's help we managed to get enough pancakes cooked in time for 7:30 breakfast and the crew for once was very indulgent and ate them without complaint. By that time I didn't have much appetite so I could only taste them, but I didn't miss much... they were awful. Needless to say the idea of grilled cheese sandwiches for lunch was given up and we had a meal out of cans. Edward made an amazing recovery by dinner time. His bunk is in the galley and I think probably the best cure for malaria is a galley filled with smoke and someone who doesn't know what she is doing. I now fully appreciate what Ed's job involves!

The Voyage an Education

Most of this article has been written in a rather facetious and flippant mood, which gives the impression that the Yankee's trip is more of a farce filled with awkward and trying situations than an actual serious voyage around the world. This is not so, for it has its serious, adventurous, educational and pleasant sides too.

We were to learn on this trip that there is no education like that taught by the sea. We were to realize, too, that sailing is a whole way of life and that a ship is a complete world in itself. A world that is mobile in the larger geographical aspects of the earth, but still self-sufficient. It is complete with the physical necessities of food, water and a place to sleep, but more important, it is a way of life that includes a spiritual aspect... a feeling of freedom, expansion and power. The sea showed us that man has capabilities in that he can propel himself across oceans. It also showed us that one must respect a power that is bigger than himself and that it is necessary to bend to the forces of nature such as wind, seas and storms.

The Thrill of a Storm

During the voyage, we have the opportunity to feel the thrill and violence of a storm and learn to obey the sharp commands of the skipper instantly and without question or hesitation. Then, on the other hand, we enjoyed the calm peacefulness of evenings on deck. We sit on the bowsprit that nods gently up and down and listen to the long low "shhhhh" of the waves as they lap against Yankee's hull. To this accompaniment, Blais, one of the crew members who is musically inclined, plays his guitar and sings soft low songs of the sea and romance. In the dimming light of the day, the sails take on a soft yellow tone and, as the sun sinks lower on the horizon, the dark shadows of the ratlines and rigging become elongated as they fall on the curved bellies of the sail.

Then on the horizon, one can see a flaming scarlet and crimson sunset which when reflected on the low even swells of the ocean sends iridescent spangles of purple, pink and silver in our path. We watch until it fades away, and then up above the horizon to the west, appears Venus, the evening star.



C. A. McDonald, Oil City, Pa., did a fine job in building this Plyabout from plans published by McTear Boating Co. She makes 11 m.p.h. with a 5 h.p. Johnson outboard engine.

ALONG THE HORIZON

(Continued from page 60)

industry—price cutting. They are raising the standards, ethics and morals in the salesmanship of boats, engines and yachting gear.

They are trying to sell boats and not discounts. They want buyer and seller happy, contented and certain of fair treatment.

They are "ganging up" on some stock boat builders who have permitted, if not encouraged, price cutting and discounting.

This new spirit of New York's Marine Trades Association is really news, like the man biting the dog. In time, there may be evolved a chain of Marine Trades Associations across the country. Already several industrial groups have sent observers and auditors to meetings of the New York parent body to carry back to their communities word of how the metropolitan boat, engine and accessory people are stamping out the discounting plague.

A neighbor of mine went as a stranger last winter to four different and unrelated dealers of a popular 40-odd foot \$20,000 flying-bridge cruiser and received four different quotations for a yacht which should have had a standard price tag. He was confused and disgusted by such goings-on in an industry old and proud. He is now joining many yachtsmen in cheering from the sidelines the M.T.A.'s campaign for decency.

☆ ☆ ☆

TO PROLONG BOAT LIFE

Prolonging the life of existing pleasure boats, in view of rising costs of new construction, is more important today than ever. Rod Stephens, Jr., of Sparkman & Stephens, New York naval architects, an authority on yacht construction and maintenance, in a recent discussion on that subject, pointed out that the existence of "dry rot" is the most important thing to watch out for.

Recent observations have tended to reinforce our realization of the importance of eliminating areas in the ends of boats where dampness may get in, and be retained. This is particularly important around the upper end of the stem, around chain plates, around loose rail stanchions, behind ice boxes and, probably most important, around all edges of the transom.

The transom and transom frame is vulnerable not only to water which may leak through the joints in the plank sheer and its extension across the stern, but also to water which may find its way in through the seam between the plank ends and the edge of the transom.

In most cases it would seem advisable to take preventive action by reefing out a small section of seam filler and caulking to test this area. If wet or damp caulking cotton is found, clean out the entire seam to permit thorough drying. Thereafter the area can be swabbed with copper naphthenate (such as Cuprinol) or other rot-resistant solution and then carefully recaulked and payed, etc.

Particularly where dampness is found, the deck seams in this area should be carefully inspected, and recaulked and payed as may be necessary to insure absolute tightness.

Even the finest grades of wood can deteriorate when subjected to certain conditions of moisture and heat. It is impossible to overestimate the importance of continuous and adequate ventilation combined with all reasonable steps to exclude moisture.

Water tightness is a vital feature and so is cleanliness, particularly as it contributes to complete drainage of any water which gets in, including drainage from above butt blocks and, in fact, all crevices where water might stand. These areas should not only be cleaned out, but adequate arrangements to insure continuing ample drainage should be worked out at the same time.

The best way to prevent rot is to eliminate, insofar as possible, those conditions which might stimulate its development.



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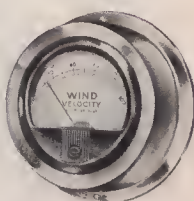
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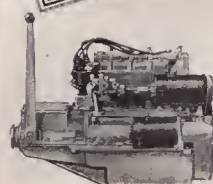


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WINDJAMMING FOR SEA ELEPHANTS

(Continued from page 23)

this crew and sent ashore a new supply of provisions.

Robinson assigned Thomas Scholefield, second mate of the Offley to serve as beachmaster, but the shore gang rebelled against his orders and chased him from the beach with harpoons, lances, and sealing knives. When the Offley and the Mary Powell departed on a cruise for sperm whales, the Tasmanians played hosts to the various American gangs and soon exhausted the food that was intended to last for a half-year. They complained later that the canny Yankee beachmasters, who were waiting for their tenders to heave into sight, hoarded their supplies for fear they would run short of food.

To fend off famine, the Tasmanians, when forced to short rations, used the fat of pork to fry penguins; they also used penguin skins along with seal blubber for fuel. Dr. Crowther, accused of sending an insufficient supply of provisions, proved that he had purchased an ample supply which misfortune had lessened: enough food had been stored in the two vessels to give each man, per week, 10½ pounds of meat, 7 of bread, 3½ of flour, 1½ of sugar, and 3½ of tea.

When the Offley arrived at Atlas Cove after her whaling cruise, depressing news awaited him; the Mary Powell, while loading, had been hopelessly wrecked. A gale, sweeping from N.N.W., had pounded her so that her anchors parted and she was washed with shattering force against an iceberg. Fortunately, the gangs on the beach were handy and courageous enough to rescue her crew, and all were saved but one man.

Robinson was in a desperate state. The owner had invested 7000 pounds sterling in the venture, and ashore, waiting to be loaded, were thousands of barrels of oil that would have made the voyage profitable. But for the third time the captain had lost a tender, and without such a craft the beached fortune was useless. Three thousand barrels of oil lay on the shore, the market value of which was \$22,500. Problem—to stow them in the hold of the ship.

The Yankee skipper of the Cornelia was willing to make a deal, but could bring off only a smaller part of the store, to the value of \$5,000. His pay came out of this sum. By this time the combined supplies of food were almost gone, and Robinson was obliged to order a party to cross the island to gather penguin eggs. A blizzard forced the men to take shelter in a deserted hut, from which they were rescued by a search party. The carpenter was severely frost-bitten, and with the crude surgery of the times Robinson lifted an axe and chopped off the gangrened fingers.

The Hobart Mercury, issue of January 11, 1860, recorded the end of the story. The barque Offley, it said, had returned with 1000 barrels, not enough in value to cover the cost of outfitting the vessel. "Without a tender it was impossible for Captain Robinson to get the oil from the beach."

Working for Nothing

This getting together of Yankee and Tasmanian sailors in the roughest part of the Indian Ocean marked quite an advance in the relations between Over Here and Down Under. An anecdote in Will Lawson's Australian book Blue Gum Clippers illustrates the progress:

"In 1851, a decade before these occurrences, Captain Steele, of the Hobart barque Favourite followed the track of scores of Tasmanian vessels to the gold coast of California. While in San Francisco harbor, he had a violent dispute with one of his sailors, who took the case to the United States court. After hearing both sides, the raw judge said to the skipper: 'I reckon I ought to give a verdict in your favor, but I can't—this seaman doesn't own a cent, and my fee, and the court costs, must be paid. I'm rendering a verdict against you for \$20, for I'm damned if I'm going to work for nothing for a darned Britisher!'"

As to that, the only person who worked for nothing in the Heard Island venture was Dr. Crowther, the owner and outfitter of the Offley. Saluting the whalers and sealers who in Atlas Cove and in many other harbors practiced cooperation, we should also include the men on shore who sent out the masters, ships, and crews. The capitalists of their day, the owners linked the ports of the world in a network of commerce good for themselves and good for their country and the globe. "Dirty capitalists!" they called such men then, and shout it today. But the truth remains, and Heard Island is just one of countless examples: while searching for trade and profits, they had the nerve to risk losing ships, and the philosophy to accept their losses in a dauntless spirit.

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Here is the new 18-foot Chris-Craft Outboard Express Cruiser Kit Boat. It is offered in boat kit form and also a limited quantity in assembled and painted form. Specifications are length 18 feet, beam amidship 7 feet, freeboard forward 36 inches, aft 26½ inches, draft 6 inches, cabin headroom 46 inches—length of after cockpit 93 inches and weight approximately 790 pounds.

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MISSISSIPPI RIVER MAPS

The 1951 Edition of Flood Control and Navigation Maps, Mississippi River, is now available from the Office of the President, Mississippi River Commission.

The attractive map folio, issued annually for general navigation use, covers the 966-mile stretch of the Mississippi River from the mouth of the Ohio River at Cairo, Illinois, to the Gulf of Mexico. The 1951 edition, the 19th in the series, was prepared from the latest available information. The map scale is 1 to 62,500, or about one inch to one mile.

The folio may be purchased from the Office of the President, Mississippi River Commission, P. O. Box 80, Vicksburg, Mississippi, at a cost of \$2 per copy. Individual sheets are not available for sale. Copies of the folio may also be purchased from the Memphis District, CE, U. S. Army, P. O. Box 97, Memphis, Tennessee; Vicksburg District, CE, U. S. Army, P. O. Box 60, Vicksburg, Mississippi; or from the New Orleans District, CE, U. S. Army, foot of Prytania St., New Orleans 9, Louisiana.

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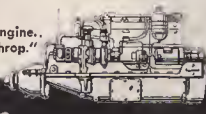
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MODELS AND MATERIALS

(Continued from page 24)

carving. Animal bones saved from prison rations were scraped and sun-dried in preparation for use. It has been recorded that at first prison authorities would not permit the prisoners to have tools. But this order was relaxed and crude tools were fashioned from bits of iron, needles, and scrap. In fact, the authorities were not above smuggling small tools and materials into the prisons in the hope of acquiring one of the finished masterpieces.

During their brief sea experience, these artisans learned the general structure of a ship and with the assistance of trained sailors among their fellow captives they were able to produce some remarkable ship models. Thread supplied for clothing was used as rigging, brass pins served as fastenings, and gold ear-rings and other jewelry would be hammered out to provide metal fittings.

The hulls of better models of this type were built up from bone keel, frames, and beams. They were then planked with strips of scraped bone. Another method was to carve a wooden hull, hollow it out, and plank it with thin bone strips. Masts and spars were made of bone, as were the blocks, deadeyes, stanchions, and decorative pieces. Occasionally the ship's boats were of bone which had been carved and hollowed to an unbelievable thinness.

An exquisite ivory model of a Chinese Mandarin's houseboat, probably constructed by some Oriental craftsman, lends a delicate touch to the museum's collection of ship models. Ornate carvings have been worked into the model. Even the figures and furnishings on the craft are of ivory. "Dishes", about the diameter of a tack's head, rest on a miniature table. A vase and flower therein add to the interior decoration of this unique model. All are carved out of ivory.

Aluminum seems like a logical material to use in model construction since it is light and easily worked. Such a model is that of the Ark, the vessel which brought from England the colonists which settled Maryland in 1634. Its planks and decking have been scribed in the graceful aluminum hull. The masts, spars, blocks, deadeyes, and billowy sails have all been made from this metal.

Recognition Models

During the past war recognition models were produced in vast numbers. These were sent to the various indoctrination schools and training camps in an effort to acquaint the armed forces with the general appearance of merchant and naval ship types. Wood, lead, and plastic were the materials used in the construction of these miniature vessels. Since models of this type are made in mass production, lead and plastic proved to be most suitable. And amazing detail was preserved even though the scale was as small as one inch to twelve hundred inches.

Copper is not highly recommended as a working material for a display model. But a model at The Mariners' Museum that never fails to attract attention is the huge copper sailing ship which surmounts the entrance to the main building. Serving as a windvane, a better metal than copper could not have been used. Exposed to all kinds of weather, the appearance of this model has been enhanced by a formation of verdigris. Unlike most windvanes which point in the direction from which the wind is blowing, this example acts as a real ship would with yards squared and running before the wind.

In the museum's display is a seven-foot model of the German steamship Kronprinzessin Cecilie. This is made entirely of metal, the hull being a special alloy cast in several sections and then joined together. The decks, superstructure, lifeboats, and fittings are also metal. The only wood on the model are the masts and booms.

One of the oldest models in the collection is a silver reproduction of a sailing barge, termed a "navette", dating from 1650. This is a typical ship-like ornament that was used in

churches to hold oil or incense. Its rudder acted like a spigot and when this was turned oil was permitted to flow.

Another unique model constructed of silver is that of the side-wheel steamboat Commonwealth which probably ranks as one of the finest examples of the silversmith's art in marine design. And from the ship modeler's viewpoint it is flawless. The decks and paddle box decorations are gold plate. A music box which plays ten tunes serves as a foundation for the model. When the music box is played the walking beam and paddle wheels of the model are set in motion.

A jewel-like model of a Venetian gondola, only two inches long, is reproduced in gold. Even the gondolier, also in gold, is in place at the stern of the craft with oar in hand.

Glass Not Suited for Models

A medium not to prove popular among model makers is that of glass. Some rather ornate models, if not particularly accurate, have been made of this material. Most, however, are oddities rather than representations of actual ships or types.

Papier mache has been used in making models. It is a material that is easily shaped. But it is not very durable and does not lend itself to detail.

Brass serves very well when it is cast in the form of a ship but such models can hardly serve for anything other than decorations or paper weights. It being a heavy metal when cast, a model of fair scale would be prohibitive.

Natives of the West Indies use chiclé, the chief ingredient of chewing gum, to make models of their dugouts. In a pliable state, the substance is shaped and allowed to harden. Figures holding paddles, all made of chiclé, are placed in position in the dugout. Taking into consideration the material used, some interesting results are obtained, falling under the category of native art.

The soapstone model in the museum's collection is a crude likeness of a steam yacht but it is unusual and shows that there is no limit of materials with which model makers may work. The stone being soft, a file was probably used to give shape to the hull.

It is safe to say that wood will never be replaced as the model maker's first choice. For mass production some other materials may be more satisfactory; but for first class display ship models, wood will always be recognized as the prime favorite by both amateur and professional model makers.



CHICAGO'S BOAT SHOW

Entertainment features built around boating as a sport and an industry will be an added attraction at the Nineteenth Chicago National Boat Show in Chicago's International Amphitheater February 1 through February 10.

Plans for including entertainment in the 1952 show were announced by Guy W. Hughes, executive director of the Outboard Boating Club of America, and Hugo Biersach, advertising manager of Evinrude Motors and chairman of the Chicago National Boat Show Committee.

While details have not been worked out, the entertainment would combine features of a variety presentation and a pageant and would dramatize boating's important industrial position, as well as its pleasure aspects.

Another feature of the 1952 show will be an outboard boat and motor clinic. The setting will be a model outboard shop, where industry representatives will be available for answering dealers' questions on service shop problems and owners' questions on operation and maintenance. Three dealer days have been scheduled—on Monday, February 4; Tuesday, February 5, and Wednesday, February 6.

In addition to Mr. Biersach, members of the show committee include C. H. Foster, president of the Dunphy Boat Corporation; H. T. McCune, sales manager of Johnson Motors; Grant Thompson, sales manager of Thompson Bros. Boat Mfg. Co., Inc.; Earl DuMonte, president of Champion Motors Company, and Ray Wagemaker, president of the Wagemaker Company.

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PRINCIPLES OF RUDDER DESIGN

(Continued from page 29)

which appear to violate all the principles of rudder, development. A week or so ago I found myself in complete amazement at the diminutive proportions of two rudders affixed to a 38-foot cruiser. While I did not measure these I feel confident that they were not much more than 100 square inches in area. Anyone who has experienced difficulty in maneuvering into a marina berth, ahoad a high-sided motor boat, with a strong breeze blowing across the slip, or has attempted to proceed at very slow speed, realizes the inefficiency of such small rudders.

While the theory of controlling a boat by twin screws may be well and good, it is somewhat of a snare and a delusion. Without proper control from rudders of great enough area the necessity of revving up motors in an effort to gain maneuvering speed is a dangerous undertaking. Such tiny rudders have little or no effect upon the boat's direction unless a full stream of water is sliding past them from the thrust of the wheels or the speed of the boat.

Streamlining of Doubtful Value

I am inclined to think there is not much foundation for the design of freakish "streamlined" rudders. A rudder has but one essential piece of work to carry out and the shape of it should be given a great deal of thought because it is of much importance. There is no need for fancy castings, forgings and expensively formed rudders on the usual type of motor and sailing boats. However, in the field of very high-speed boats another phase of the subject is entered, about which we are not concerned here.

In connection with streamlining, Howard Chappelle has written: "the square trailing edge of rudders that are not streamlined, is an aid to steering. The added resistance of the eddy is counterbalanced by the reduction in wetted surface that is possible by means of the reduced area; about 5 percent reduction is permissible in the non-streamlined type." In this instance Mr. Chappelle is writing in regard to average boats, both motor and sail, and not of high-speed runabouts or cruisers. Some further investigation along these lines might prove interesting.

Rudder Area for Sailboats Is Greater

While the fore and aft width of conventional rudders naturally varies considerably with the type of boat involved, an average width, for small motor boats, would appear to be 1/25 of the load water line. This would naturally be based upon the correct area of the rudder. Sailing boats, on an average, have rudders of approximately 1/17 the water line length. As mentioned previously, there are numerous variations and the above proportions relate to boats of normal design. Boats of greater waterline length, for example, would have rudders perhaps 1/25 of the water line. Very deep and shoal-draft boats present another problem—for such is the nature of boats that what is good for one is bad for another.

The problems involved in efficiency must be given their due consideration. Resistance and eddy-making have tremendous influence on the performance—with this influence increasing by leaps and bounds as each additional knot is added to the speed of the boat.

About the year 2595 B. C. an Oriental gentleman called Huang Ti produced the Chinese junk. With this early hull design the "balanced" rudder came into being. Huang Ti's rudder is illustrated in Figure III.

The basic principles of balanced rudders, as developed by the Honorable Ti, are with us today! Such balanced rudders have reached a degree of standardization where they may be ordered as stock items, from many marine equipment houses, in various sizes. In normal balanced rudders the rudder post is about 1/4 of the blade width, or less, abaft the forward edge. Typical balanced rudders, representative of modern design, are shown in figure IV.

With the exception of some very shoal draft hulls, balanced rudders in the past have not proved practical on sail-

ing boats, though most efficient and universally accepted on motor boats. Recent developments of balanced rudders used on the light displacement, or so-called "planing" boats have again shown the inadvisability of rudders of this nature.

Ideally, in auxiliary sailing boats, the rudder should be abaft the screw. This is easily accomplished by notching out the rudder post and the rudder leaving an opening to take the wheel, as shown in Figure V. Far better performance is gained by this kind of installation than by one in which the propeller shaft projects out through the hull on one side of the rudder. In some instances it is impossible to place the shaft and propeller directly on the center of the stern post. This makes the installation of propeller and shaft, supported by a strut on one side of the hull necessary. Such an arrangement is workable, but far better steering results are obtained when the rudder is pulled into the off-center propeller slip stream rather than when it is pulled out of the slip stream toward the side of the boat opposite the propeller.

In motor boats the rudders should always be behind the center of the propeller wheel. In this case they receive the full force of the column of water pushed aft by the full diameter of the wheel. This type of rudder also gives perfect control of a boat even before it gathers head- or stern-way.

During the war Luders, of Stamford, Connecticut, designed and built several 64-foot bomb-targets powered by twin 1,500 h.p. gasoline engines. In these boats Albert Crouch, at that time naval architect for the firm, designed the rudders and the rudder posts so that they were square with the surface of the hull. In other words, instead of installing the rudder posts parallel to the vertical center line they were set at right angles to the deadrise of the hull. Thus the posts and blades were directly abaft, and in the same plane as, the propeller shaft and wheels. Unquestionably the performance was at a high peak but I do not believe of sufficient speed-getting increase to compensate for the additional amount of work involved in the installation.

Avoid Interference by Projections

In fast motor boats an ideal condition is created by having the propeller shaft, wheels and rudders entirely free of any projection that interfere with the flow of water. Without a supporting shoe and deadwood there naturally is far less resistance offered. Strut flange, arm and hub should be kept at a minimum so as not to disturb the flow of water to the propeller wheel and the rudder.

But, mind you, this is necessary and advisable only in fast types of runabouts and light cruisers. In medium and heavy displacement cruisers the protection afforded by proper deadwood, rudder shoe and similar underwater gear is of far greater advantage than any speed gain made possible by the exposed underwater gear of the fast, light cruiser types. Any slight efficiency in operation lost by the deadwood and protecting shoe in a heavy boat would be negligible. At any rate—that's my opinion.

A rudder which extends across the complete diameter of the propeller wheel is far more effective than one which projects downward across only part of the propeller's diameter and any boat fitted with a rudder of this form will handle best.

There are a multitude of other problems which enter into the proper designing of rudders—an efficient turning circle, the position of the center of pressure of the rudder in relation to the center of lateral resistance of the hull, and the relation of rudder to a particular type of hull are but a few of these factors. Perhaps in this phase of the subject we are introducing a problem of a more technical nature than is desired by the average boatman—or as intended by your author.

More Boats in New Hampshire

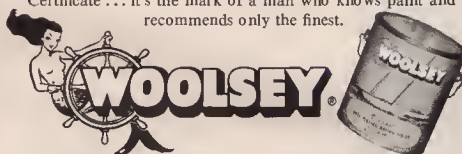
Registered motorboats in New Hampshire—both inboard and outboard craft—have shown a substantial increase within the past year, according to William F. Hancock, assistant transportation director of the state. In 1950, there were 1,377 inboards compared with 1,541 in 1951. Outboards increased from 11,504 in 1950 to 12,481 in 1951.

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LITTLE SKIPPER

(Continued from page 33)

my eyes to look ahead and on both sides at once, Bounce, who felt obliged to help me, barked sharply at something which suddenly loomed up close to starboard. There was the can, and on the wrong side, too, so with thanks to our little self-appointed lookout, we swung quickly over and into the channel where we belonged. Then there was the time in Dun Cove when we rowed over in the dinghy to inspect a sunken wreck marked on the chart. The minute Bounce spotted the red flag marking the danger area, he set up a fearful racket and we could not stop him. Instinct told him that the flag out there in the water meant something was wrong!

Whenever we lower the sail, he bustles right up and starts making a nest for himself, trampling round and round and lifting the loose folds of the sail with his nose. By the time he is thoroughly and comfortably settled, we have to shake him out and furl the sails. At night-time he sleeps on a pile of gear in the forepeak and frequently takes longer to make his bed than it takes us to make ours. He likes to jump from bunk to bunk, not in a spread-eagle, clumsy fashion like some dogs, but soaring in an arc with great enthusiasm. He resembles nothing so much as a lively, fat flea.

Into the Brig

When things get hectic on the sailboat, as they have a way of doing sooner or later, the little dog is unceremoniously thrown below, and the lower drop board is slipped in place to keep him from coming out on deck and getting underfoot. This procedure he regards as an insult, and is the one thing to which he will not reconcile himself, because he just can't bear not to see what is going on. After one of these minor crises in quick boat handling, I heard a suspicious rattling of dishes below. I looked through the open hatch and saw Bounce sitting between two saucepans on the alcohol stove (unlighted, of course). Neither saucepan had been disturbed in the least. He was looking out the deadlight, determined not to miss a thing, and was somewhat aggrieved at our laughter.

His shore excursions in various towns have given him a certain amount of sophistication, and he obviously considers himself a notch above all landlubbers dogs because he thinks he owns a sailboat! He never fails to create an uproar in the town of Oxford, which has more dogs per household than any other town I know of. When we go grocery shopping, many a dog comes snarling down his front walk demanding to know who this cocky interloper from the Western Shore thinks he is, anyhow. Since Bounce will willingly stand up to any dog six times his size, there are always a number of fearful-sounding fights from which we have to extricate him much against his wishes.

On our latest visit to Oxford, he bounded into a yard where there was a big springer spaniel chained to a wire, another spaniel at large, plus five kittens. The resulting explosion brought out all within earshot; the spaniel broke his chain and pandemonium broke loose. However, no one was hurt in the fracas; in fact, the dogs seemed pretty happy about the whole affair.

Getting Bounce's Goat

At an Eastern shore boatyard one dark night, as we made our way back to the boat by the wavering gleam of a flashlight, Bounce gave a sudden rush forward onto the pier. We heard—of all things—the staccato clatter of hooves, and there blocking the way between us and our boat, stood a saucy-faced nanny goat! If you have ever walked down a narrow pier at night, you know what a precarious feeling it can be under the best of conditions, but to be confronted by a capering goat quite capable of butting you into the water was a predicament we had never remotely dreamed of when making our cruising plans.

Finally, by devious maneuvering and crawling on other people's boats, we managed to circumvent the goat. But for

the next few days we were constantly entertained by the antics of a handsome Billy and three nannies as they cavorted about on the pier. They made a mutual non-aggression pact with Bounce, whereby fifty percent of the time they chased each other with great gusto and the rest of the time they passed each other by, feigning indifference. All four of the nautically-minded goats made a habit of spending the night in the half-finished cabin of a deadrise boat in the slip next to us, snuggled down as comfortably as any old sailor. They also had a great fondness for another of the local fishermen's boats and were continually jumping down into the cockpit and chewing the edges of the awning.

This past winter, when our boat was tied up at a boatyard to have some work done on her, we were careless and overlooked a can of bacon drippings when we cleaned out the cabin in the fall. Two rats moved aboard and were living high off the can of fat and preparing to raise a family in one of our sleeping bags. The place was a shambles when we finally discovered them. Bounce got one whiff, and we did not have to coax him to go below. We stayed prudently in the cockpit and soon heard a terrific scuffling, followed by a squeak from the rat as Bounce bit him, then a surprised yipe from Bounce as the rat returned the compliment. Both rats fled out of reach into the engine compartment and left Bounce helplessly snorting and snuffling through the cracks. We cleaned up the worst of the mess, set traps and came down the following week-end to find a victim in one trap. After that there was no further trace of the marauders. No doubt the survivor decided our boat was too unhealthy and decided to look elsewhere for winter quarters.

Always on hand at spring painting time, Bounce is sure to leave a few footprints and dog hairs in the wet paint. Nothing escapes his keen eye and he watches with great interest all the varied activities of a boatyard. Whenever we stop at a yard on our cruise, he trots up and down the piers inspecting all the boats, occasionally going aboard one which catches his fancy.

A Talking Dog

Bounce is a talkative dog, which is sometimes quite embarrassing for us, because although we understand all the different tones of his voice, other people are apt to think he is either hurt, or being abused. So when he gargles, warbles, and trills in a falsetto voice by way of greeting us, they eye us with cold suspicion, and we have visions of the S.P.C.A. being set on our trail. Although he barks briefly to announce visitors, he never keeps it up unless something is really wrong. He could probably be cured of this barking, but then we would no longer have a watch-dog. And it is a comfort to know that "little old beady-eyes" is watching out for us.

As everyone knows, the chief drawback to having a dog aboard is that he cannot be successfully trained to use the marine plumbing system. In this respect, Bounce has remarkable staying powers. He is able to contain himself for eight or nine hours if necessary, and this without whining, shivering, or showing any apparent discomfort. Of course, he is anxious to get ashore when we make port late in the afternoon, and we scarcely get the hook down before he races aft and pops into the dinghy, much to the amusement of any on-lookers. He also knows better than to stop on the pier! He is very happy to go ashore but, after a good run, he is equally eager to get back aboard. However, he is unfortunately an early riser, and when we struggle out of our bunks, we usually find him already in the dinghy patiently waiting for us. No doubt he thinks he is setting a good example for us sleepyheads!

He is our faithful comrade and enters into all our activities with great interest, so, while I know there are many dogs who could not adapt themselves to shipboard living, (as well as many people), I don't mind admitting that when one has proven himself to be a good sailor, pilot, guardian, and companion, he can add much to the enjoyment of your cruise. And frankly, if he weren't a member of the crew, I would miss the little devil!

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HOW TO REPAIR DAMAGED PLANKS

(Continued from page 35)

If the damaged plank can be salvaged, remove it carefully so that it can be used as a template for the new plank. The damaged plank may be removed by a method used by Joe Fernandez of Holly Boat Works, and described by this writer in the September 1947 issue of *MoTOR BOATING*. A tubular steel cutter for making deck plugs is used to cut away the wood around the fastenings (Figure 2), going only as deep as the planking is thick, taking care not to damage the ribs. Cut the damaged plank half way between two ribs to permit joining the plank ends by means of a butt block.

If obtainable, use the same kind of wood as that of which the boat was constructed and, using the damaged plank as a guide, cut out a new one. Carefully bevel the upper edge, as in the damaged plank, and with the help of an assistant work the new plank into place under the overlapping plank next above after smearing the contact surfaces with Dolfinite. Begin at the middle and fasten with flat-head screws, to draw the plank to the rib; proceed outwards from the center rib until ends of new plank meet ends of old planking. Fasten these together with a butt block screwed with flat head screws.

Carvel planking proceeds the same way, except that it is easier to fit the new plank as there is no overlapping of the plank next above. In carvel planking the inside edges should touch, with an outgauge, or slight bevel, to take the calking and seam compound. Plane off any excessive angle between old and new planking, so that the surface is smooth and fair. If the plank is holed in one spot, it is advisable to make the new plank long enough to cross several ribs so that it will take the curvature of the boat; it is difficult to make a short plank conform to this curvature.

Plywood calls for a different treatment, but a patch properly applied to a boat of this construction is just as strong as, or stronger than, the original undamaged hull. First, from plywood of the same thickness as the hull (Figure 3) cut out a square or oblong patch which will well cover the damaged part. Place this over the damaged area and draw with a pencil around the damaged part, and carefully cut away up to the pencil marks. When this is done, the patch should fit exactly into the cut away hole. Another piece of plywood, at least two inches larger each way, is cut for the inside patch, and glued and screwed to the inside of the hull. The

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Discuss, and illustrate, some of the specialized tools of value to the boatbuilder.

Rules.

Prizes: For the best answer to the question above, winner may select any article or articles sold by an advertiser in the current issue of *MoTOR Boating*, of which the retail price does not exceed \$25.00. If the retail price of the article selected exceeds this amount, a credit of \$25.00 will be allowed. If the winner of the prize prefers, he may be awarded a \$25.00 Savings Bond, instead of the merchandise prize.

MoTOR Boating reserves the right to select the advertiser from whom such prize awarded shall be ordered. All details connected with the ordering of a prize selected by winners must be handled by *MoTOR Boating*. . . . Selection of a prize **MUST** be made within 90 days of date on which winner is notified of award.
Specie retails are paid for answers we print that do not win a prize.

Questions: Readers are invited to submit suggestions for questions to be answered in this department in future issues.

Answers submitted should be sent to the Editor, *MoTOR Boating*, 572 Madison Avenue, New York 22, N. Y.

Answers for the FEBRUARY issue must be
(a) in our hands on or before December 26.
(b) about 500 words in length.
(c) accompanied by the sender's name and address. Names will be withheld and initials published.

filler piece is glued to this and weighted with sandbags until the glue has set at least 24 hours, or according to the directions for the particular glue you are using. This method can be used only where the planking has no compound curves.

With plywood on curved surfaces such as sailing dinghies, the plies for the inside patch have to be built up from thin strips of the same material, the final inside ply conforming to the direction of the original, Figure 4. The dinghy is placed on its side, and the inside patch weighted down with sandbags until dry. The square or other shaped hole has previously been cut and, after the inside plies are dry, the square hole is built up and glued and weighted down in a similar manner. If wood has been chosen for matching color, as in the case of a mahogany sailing dinghy, and the inside patch is sanded down so as to run gradually into the existing side, the repair is scarcely noticeable.

S. R., Los Angeles, Calif.

☆☆☆

SAIL IN '50

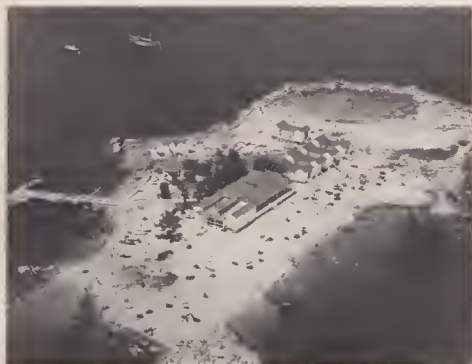
(Continued from page 14)

formerly Admiral Byrd's bark that he used on one of his earlier polar trips. Captain Louis Kenedy, her present owner, has kept this vessel in "A-1" condition, smart and Bristol-fashion. In March, after she had sailed from Halifax on the 11th with a cargo for Kingston, Jamaica, there were fears concerning her safety when two weeks went by without word of her. However, on the 29th she slid into Lunenburg under sail alone with her shaft broken; she had taken 18 days to make good sixty miles! She eventually made Kingston on May 1. When the City put into New York Harbor during the latter part of August it was said that she was the first commercial sailing ship to arrive there in seven or eight years.

On the West Coast of the States one tern, the old fisherman C. A. Thayer continued active. Loading salt in the late winter, she sailed from Paulsbo for the Bering Sea in April. At the end of August she returned to port with 195,000 cod. The auxiliary 4-mast schooner La Merced, built in California in 1917, and today pretty much of a motor vessel, made her annual run to Alaska.

(To be continued)

☆☆☆



Huguenot Island (officially shown on charts as Pea Island), offshore station in Long Island Sound where Huguenot Yacht Club maintains its beach and recreational facilities. Club launches serve the island on regular schedules. Nearly demolished in the hurricane of November, 1950, the island's structures were reconstructed last Spring. The island is the base for the club's daily sailing class for juniors, and the starting point for races for Lightnings and Penguins. The club also conducts a day camp for member's children on the island

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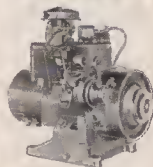
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C. G. JUNIOR

(Continued from page 38)

wide; at the heads, 1½ inches wide. Temporary chine knees will be required at the bottom, and a temporary stretcher across the heads of frames. The stern planking will be made of ¾-inch thick white oak in three equal widths. Notice also the ¾-inch by 5-inch wide doubling up the center of the stern. Do not apply the planking to the stern frame until after the chine logs, keelson and battens have been fitted and fastened. The stern knee will be made of 7/8-inch thick white oak. Apple or pear wood will make excellent knees for a boat of this size. All fastenings in the stern will be galvanized iron screws.

The keelson will be made of ¾-inch by 5½-inch white oak, of course in a single length. This must be notched into the bottom member of the forms and temporarily fastened with iron wood screws. It will be fastened to the bow and stern knees with long galvanized iron screws. With suitable bracing to the floor and the keelson the two ends of the boat will be held secure. Permit the after end of the keelson to protrude for a few inches beyond the after face of the stern frame; here it will be permanently fastened.

The chine logs will be made of ¾-inch by 2¼-inch white oak and like the keelson will be notched into the corners of the side and bottom members of the forms. Use iron screws for the fastenings here; these should be removed later. However, fasten for good with galvanized screws at the stern frame and stem knee.

Three Strakes Each Side

The plans show three strakes each side from chine to sheer. Thus two seam battens will be required each side. Make the battens of white oak ¾ inch thick by 2¼ inches wide. These also must be notched into the forms, and fastened for the time being with iron screws. At the stern and stern use galvanized iron screws; these are not to be withdrawn.

The top-side planking will be made of white cedar ¾ inch thick. The planks will be fastened to the chine log with galvanized screws, heads to be countersunk and stopped over with white lead putty. Screws should be placed at about 3½-inch centers and staggered. Paint between the battens and the planks and in the seams between the planks and fasten while the paint is wet. Before the planking is applied saw off the ends of the keelson, chine logs, and seam battens where these project beyond the stern frame. And after planing flush attach the stern planking. This, as before noted, will be in three widths of ¾-inch thick white oak. Fastenings will be galvanized iron screws. The fastenings from battens to planks will be copper boat nails riveted over burrs.

Use Straight Edge On Bottom

Using a straight-edge laid across the bottom, plane off the bottom edges of the side planks and the chine logs. When this is completed the straight-edge should neatly touch the bottom edges of the planks and chine logs and must, as well, lay close to the bottom of the keelson. The bottom of the stern must also be planed to permit the bottom planks to land and form a water-tight joint. Slightly hollow the landing places for the bottom planks and, as these are laid, fill the hollow with white lead. As the bottom planks are fitted, run a length of two strands of cotton wicking in the hollow the full length of both sides and, of course, across the stern. Remove the iron screws which hold the chine logs and seam battens to the forms as planking of the sides of the skiff proceeds.

The bottom planking will be laid athwartships and will be made of ¾-inch thick by (not over) 4-inch wide white cedar. The seams, if carefully fitted, do not have to be caulked or stopped with white lead putty. There should be an outgauge of little more than 1/32 inch on both edges of each plank. Do not use clamps to jamb the seams together.

In other words allow a loose clearance to take care of swelling after the boat is in the water. If the planks are too wide and the seams too tightly fitted they will surely buckle. In a skiff of this kind the bottom planks can be fastened with galvanized boat nails; these will hold just as well as screws. There should be three fastenings to each plank, two of these into the edge of the side planking and one into the chine logs. Fastenings of similar character should be used into the keelson also. Heads should be slightly countersunk and stopped over with white lead putty. If the cedar is all of equal thickness and well milled, it is not necessary to plane off the bottom; if not, plane to a neat finish. In planking the bottom begin at station 6 and work out towards the ends of the boat. The ends of the planks should be planed off to come flush with the sides. At the stern a slight overhang is desirable.

Side Frames of Oak

The side frames will be made of white oak, $\frac{3}{4}$ -inch thick, 2 inches wide at the bottom and $1\frac{1}{2}$ inches wide at the gunwales. Remove the center form and fit a frame both sides to take its place. These must be fitted over the battens and the chine logs. The most certain way to assure a tight fit is to make a pattern of $\frac{3}{4}$ -inch thick wood. Then cut the frames from the patterns. Allow for the bevel of the side planking as it crosses the frames. The fastenings here will be galvanized iron screws. Those into the chine logs should be driven from the inside out; those into the battens and planking from the outside in. As the frames are fitted, tie them together with a temporary stretcher at each station. These will prevent the boat from getting out of shape. Fit the stretchers somewhat below the inwales and above the seat risers, keeping them out of the way of either of these members.

The inwales will be made of $\frac{3}{4}$ -inch thick by 2-inch wide white oak, tapering the ends to $1\frac{1}{2}$ inches. At the stem and stern these will be attached to the quarter knees and breast hook as shown, the latter being in turn fastened to the stem and the stern with long galvanized iron screws. Notice the inwales are let into the heads of the frames about $\frac{1}{2}$ inch, leaving an opening of 1 inch between the planking and the inwales. Thoroughly fasten the planking and heads of frames with copper wire or boat nails riveted over burrs. The seat risers will be of the same specifications as the inwales, but will be fastened with galvanized iron screws; two to each frame.

Thwarts and Stern Sheets

The two thwarts will be made of $\frac{3}{4}$ -inch by 9-inch wide white cedar made and located as shown. They will be fastened to the risers with galvanized screws. The stern sheets require a beam under their forward ends. Make this of $\frac{3}{4}$ -inch oak. The top will be laid with $\frac{3}{4}$ -inch thick white cedar, leaving about $\frac{3}{8}$ -inch spaces between the several planks of which the sheets are made.

With the exception of the skeg, sheer mouldings, oak lock pads, and fillers between the planking and the inwales this about covers the specifications for C. G. Junior. The dimensions and materials from which to make these parts are clearly given on the plans. In closing I would like to point out that the 5/16-inch diameter galvanized iron ring bolt shown through the stem and the similar one through the stern are highly useful and valuable shipmates. The former is for attachment of the anchor line and the latter onto which to chain the outboard motor.

And so, Shipmates, excepting the painting, the latest of MoToR Boating's family of useful and practical boats is ready to launch.

Larger scale blue print copies of the designer's drawings for this boat are available at moderate cost to persons wishing to build. Address inquiries to the Editor, MoToR Boating, 572 Madison Avenue, New York 22, N. Y.

Plans and descriptions of all How-to-Build articles published in MoToR Boating have been republished in MoToR Boating's books. Send for an illustrated circular describing the contents of these books.

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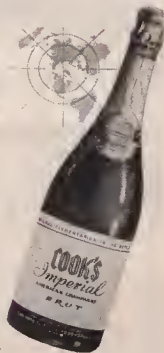
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UNDERWAY WITH THE USPS

(Continued from page 44)

delphia) held a rendezvous at Ocean City, New Jersey. Charles D. Grosscup and Past Commander Dick Nelms deserve credit for the fine affair. Delaware reports over 200 in their piloting class. . . . Up in New York State competition was held for the International Trophy Race at Sodus Bay. Ithaca won, but the race was declared null and void since no representatives from Canada participated. This squadron also won the Rochester Cup and the Freeman Trophy. . . . Buffalo was busy during September and October with their sailing party at Youngstown Yacht Club and the educational program which included a large piloting class of 125. A predicted log race was held on Lake Erie which resulted in Mel Rupp being the winner. . . . Ithaca does a fine job in radio broadcasting. They are running a weekly series which is recorded and then rebroadcast by the Rural Radio Network, which covers all of District 6.

Out in Pittsburgh Commander Geary reports that immeasurable effort was expended to educate all boatmen in courtesy and safety. The USCG Auxiliary and members combined to patrol the river waters to promote safety. . . . Down in Jacksonville, Florida, 55 are enrolled in the piloting class. . . . Many have read in the press about Clyde Deal, Coast Guard reserve officer, who recently sailed single-handed across the Atlantic in his small sloop. Detroit inducted him into the squadron. He set the pace for all future inductees by serving as the speaker of the evening before 250 members as he related his experiences in crossing the Atlantic.

Up in New England District 12 is finding that sailboat racing is becoming more popular among its members who are further encouraged by the donation of a perpetual trophy, which is a hand-carved pine plaque. . . . Down East in Casco Bay, Maine, the squadron ended their boating season with the presentation of a huckleberry for the biggest boner of the season. . . . Two hundred and fifteen members of Los Angeles turned out at their October meeting to see Grand Rapids Squadron's Stanley Dashew present films of his cruise to the West Coast on his 76-foot Constellation. Gordon Alles and crew were presented the Lester C. Lowe Trophy for navigational excellence during the 77-mile cruise to Santa Cruz Island. . . . Up in Portland, Oregon, 170 are enrolled in the piloting class. Jack White and his wife sailed to Honolulu in their ketch. Twelve Portland boats cruised British Columbia waters last summer. . . . Tacoma announced 213 students in their piloting class.

FRED FRANKLIN, N

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WITH THE OUTBOARDERS

(Continued from page 48)

voted in favor of this change, class "F" would have gained a new lease on life.

Surprisingly enough, not one of the proposed changes for the engine specification sheets came close to being voted in and, in general, the racing drivers were extremely conservative, even to the extent of voting to keep the Stock Outboard hydros out of the Outboard Racing events and failing to raise the piston displacement in class "A" to fifteen cubic inches. One of the few changes obtaining a decisive vote was that permitting the use of steel connecting rods with inserted bushings in class "M" engines.

Starting Rule Confused

Most of the provisions in the General Rules Ballot to provide extensive powers to the referee were passed with large majorities. A proposal to charge a one dollar fee at all races to support the National Championships was voted down by two-to-one. On the other hand, an eight-to-one vote approval limiting all starting fields to not more than sixteen boats per heat for all closed course racing. The starting rule is now somewhat confused, two conflicting rules having been voted in, but the conflict will be straightened out by action of the Advisory Technical Committee.

A new flag will be seen in 1952, a black flag now being the signal to remain in the pits. A definition of a hydroplane was voted in, by a better than four-to-one majority, which states that a hydroplane is a boat having one or more breaks in the longitudinal or transverse continuity of the immersed surface. Seems like that would include runabouts, sea skiffs, and lapstrake dories in the hydroplane category!

600 Racing Drivers

To wind up this more or less factual column with a few of the latest statistics of the sport, the A.P.B.A. now has approximately 600 inboard drivers, 700 outboard racing drivers, and 1300 Stock Outboard racing drivers. The year 1951 saw a total of seventy-nine sanctioned regattas in which Stock Outboard rigs could compete, ninety-five regattas for racing outboards, and a grand total of 187 sanctioned regattas in all categories. Region 2, comprising New York State, was the leader in number of drivers and sanctioned regattas, due in no small part to the efforts of Region Chairman Don Guerin, of Rochester. More power to Don and his energetic officials and drivers and may they better their 1951 total of thirty sanctioned regattas in 1952!

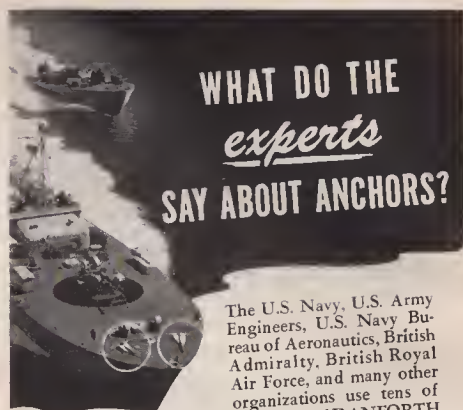
☆☆☆

PROMOTIONS IN GENERAL MOTORS

An announcement of the promotion of two key personnel of the Cleveland Diesel Engine Division of General Motors has been made by George W. Codrington, vice-president of General Motors and general manager of Cleveland Diesel Engine Division. Tom E. Hughes was named assistant general manager and Roger D. Williams became general sales manager, the post formerly held by Hughes.

Hughes joined General Motors in 1933 as a helper in the test department. In 1935 he was transferred to the engineering department and on January 1, 1940, he was appointed assistant manager of Cleveland Diesel Engine Division office in Washington, D. C. On March 1, 1941, he was named manager of the Washington branch and held this position until he was transferred to Cleveland as general sales manager on April 1, 1946.

Roger D. Williams joined the Cleveland Diesel Engine Division of General Motors in the test department in 1941. During World War II, he served as a technician with the United States Navy in the Pacific. On January 1, 1946, he was transferred to the sales department in charge of industrial sales.



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SOUTHWARD HO

(Continued from page 50)

ville but it took a few far-sighted individuals like C. A. Pound, Jr., of Gainesville, the Ferlita brothers of Tampa, Lew Hewes and Harry Santana of Miami to form a statewide federation. Early in 1947 the group was set up with Santana president, John Ferlita vice-president, Chet Collins of Winter Haven secretary and William Penny of Miami treasurer. Members were the Tampa Outboard Club, Polk County Outboard Club, Orlando Outboard Association, Miami Outboard Club and South Florida Racing Association.

From this beginning the federation has been built up to 29 clubs and a total driver membership of 225. The zeal with which these men and girls trail their outfits to regattas is marvelous. They will all come to a new town, stage racing in runabouts and hydros and then come back to help form another club. As a result Florida with its 4,298 square miles of lakes, streams and canals is becoming increasingly outboard conscious. Present officials include Robert Soelke of Miami, Pound, J. Paxton Hill of Avon Park, Evelyn Ogren of Delray Beach, Ferlita and Sam Ogren. Hill also writes the monthly newsheet.

Large Craft Using the Mississippi

The Mississippi River, which the U. S. Engineers have dredged to a nine-foot depth all the way from the Gulf of Mexico to Chicago on Lake Michigan, is being used to get some large seagoing ships into the fresh water shipping trade. Some of these are the one-design freighters constructed for the last war and being converted for use as ore and grain boats. The Tom M. Girdler, 600 feet long and 71½ feet beam, was taken up the river and eased through the Chicago bridges with a bare fourteen inches to spare. Her draft was reduced by sponsons under her stern. Now at the Maryland Dry Dock Company in Baltimore a 520-foot C-4 type cargo ship is being made over into a 710-foot ore carrier. In this case she will be taken up the Mississippi to Lake Michigan in two pieces and joined again up there.

Seemingly working both sides of the street, the government is busy building new emergency vessels. Among the new contracts to southern yards are five LSTs to the Ingalls Shipbuilding Corporation at Pascagoula, Mississippi. Three barges are being built at the Burton Construction Company at Port Arthur, Texas, and six barges at the Runyan Machine and Boiler Works at Pensacola. Four diesel utility boats are underway at the Oxford Boatyard in Maryland. Thirty-nine sweepers costing \$5,455,880 are being built at six yards including the Miami Shipbuilding Corporation.

SOLLY HALL

☆☆☆

GIRL SCOUTS TO EXPAND PROGRAM

The Girl Scouts of America will broaden their Mariner program in 1952 to encourage nation-wide interest among scouting units in all phases of small boat handling and seamanship, according to Mrs. Novetah Holmes Davenport of Hastings-on-Hudson, N. Y.

The growth of the Mariner program and its meaning to the community were outlined by Mrs. Davenport at the annual National Convention in Boston. Mrs. Davenport serves as Wing Scout and Mariner Consultant in the Program Development Department of the national organization.

At present, there are more than 400 Mariner Ships, as each local unit is called, throughout the country. Each "ship" has a complement of approximately 25 Mariner Scouts, all of whom are of high school age.

Several Mariner units in the metropolitan New York area have recently sailed Long Island Sound in the schooner North Wind under charter from City Island, N. Y. The plan of chartering a vessel for weekend cruising has proved inexpensive, highly satisfactory and will be included among the recommendations to broaden the scope of Mariner activities for 1952.

NORTH FLORIDA NOTES

(Continued from page 58)

Bradford Hastings and Raymond Bolles. The club has monthly meetings at its clubhouse and the business session is followed by sound movies. Colonel J. J. Schmidt is commodore and George Middleton, chairman of the entertainment committee.

On October 14 Dunedin Pram skippers humbled Bradenton and Sarasota in a regatta sailed on the Manatee River at Bradenton, by winning four out of five top honors. There were 26 boats competing and Dunedin's Dickie Meadows finished first, Raleigh Thomas second, Phylis Douglas fourth and Jacquelyn Longstreet fifth. The only spot missed was third place which went to Jess Tucker of Bradenton. Dunedin tallied 368 points, Bradenton 317 and Sarasota 193.

Spamer Wins Bantam Series

Bill Spamer of Tampa on October 21 captured the Bantam Class sailboat racing series, sailed off the municipal pier at St. Petersburg. There were four races in the series and Spamer tallied 100 points. He is a member of the Davis Island Yacht Club. Ralph O'Brien of the Big Bayou Boat Club finished second in the series with 81 points, and John Sandy of the St. Petersburg Junior Yacht Club took 80½ points for third place.

Clearwater's City Fathers seem to be following Daytona's example in making a tempest in a teapot over the appointment of a dockmaster. Daytona was afightin' and afeudin' for a couple of years, and only now does peace reign. In Clearwater the city manager made an emergency appointment of an apparently well qualified man, but the politicians began gnashing their bicusps and molars. Now it looks as though a lot of rigamarole was in order, new examinations, etc. Ho hum!

Al Greiert, Jr., was recently elected commodore of the new Tiller and Propeller Club at Tavares. Other officers elected were Ed Heitling, vice-commodore; Miss Mary Treadway, secretary and treasurer; Jimmy Cottrell, program chairman; Floyd Boone, membership chairman; Sam Butler and Tom Burgess, members-at-large of the board of directors.

Sport Fishing Booms

In Florida's economic system sports fishing keeps booming. It is estimated now at a \$400,000,000 industry. Sale of licenses to non-residents jumped 44 per cent in two years, while resident license sales are up 16 per cent. At present licenses are held by 90,245 out-of-staters and by 186,265 Floridians.

Commercial fishermen throughout the state are watching with interest a bill in the Senate which would provide for the establishment of a bargaining agent between fishermen and buyers. The Florida Wildlife Federation, conservation "watch dog," has come forward with the bill in an effort to provide fair trade between the men who catch the fish and those who sell them. At present fishermen are subject to the whims of the buyers and it is claimed that many dealers have been reaping huge profits, while the men doing all the work barely make a livelihood.

The Committee on National Legislation for Florida Wildlife Federation has acted to obtain the support of all other state federations, and the National Wildlife Federation, in an effort to get favorable action. Opposition is expected from state and national dealers' associations, which have plenty of power in Congress.

MAXWELL C. WHEAT

☆☆☆

WM. J. LeBLANC, JR., VICE PRESIDENT

At a directors' meeting of International Paint Company, Inc., held in New York, William J. LeBlanc, Jr., was elected to the office of executive vice president. This office was vacated by the recent elevation of John W. Weber to the presidency. Mr. LeBlanc has been serving as the southern district manager with headquarters in New Orleans. His promotion will bring him to New York and became effective as of December 1. The office of southern district manager will be filled by Mr. John E. Carambat, Jr.



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- It's not so silly as its sounds. Lots of my customers, in the fullness of their enthusiasm, have ordered Chilled Varnish to be sent to their friends. There is nothing that will add more beauty to a boat, or bring remembrance of the donor through so many months of sheer satisfaction.
- In our family, the boat always gets a visit from Santa Claus, along with the dogs and the horse. The only trouble with Chilled Varnish as a Christmas present for your boat is that you can never be sure whether the resultant gleam is due to the varnish or to her pride and joy.
- \$2.95 per quart, post paid, and on request I will gift-wrap and enclose your card without extra charge. See you at the shows.

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Johara, Flagship of the Sept Isles Yacht Club on the St. Lawrence near Labrador

ON THE FRONTIER OF CIVILIZATION

With the letting of the contract for the construction of the Quebec North Shore and Labrador Railway in September of 1950 to reach the iron ore deposits of Labrador, the little fishing village of Seven Islands on the North Shore of the Gulf of St. Lawrence woke from its long sleep of three hundred years. Hundreds of workers moved in and the whole aspect of the village changed overnight.

Among the new arrivals were a large number of former seamen and yachtsmen and as the village of Seven Islands faces on the beautiful expanse of Seven Islands Bay which is ideal for yachting it was decided to form a yacht club.

W. E. Ross, Chief Engineer of Cartier-McNamara-Mannix-Morrison-Knudsen, General Contractors for the construction of the railway, was appointed Commodore in April '51 and within three weeks arrangements had been completed by the members for the construction of a clubhouse, a fleet of fifteen miscellaneous craft had been acquired or were under construction and the roster of members was over one hundred and fifty. By mid-July, the members had increased to two hundred and fifty, the clubhouse was in full operation and the boats took part in the festivities celebrating the 300th anniversary of the founding of Seven Islands.

The Sept Iles Yacht Club probably has the distinction of being the most northerly in North America, its membership is bi-lingual, all communications being written in both French and English.

Officers of the Club are: Commodore: W. E. Ross. Vice-Commodore, Georges Blouin. Rear-Commodore: W. J. Moroney, Secretary: H. G. Stairs, Treasurer: J. A. Layden.

H. G. STAIRS

☆☆☆

RULES FOR '52 BERMUDA RACE

The 1952 Newport-Bermuda Race has been scheduled to start off Brenton Reef Lightship, Sunday, June 15, according to Ernest Ratsey, chairman of the sailing committee of the Cruising Club of America, sponsor of the biennial deep-water event.

The sailing committee, with the approval of the measurement rule committee, has specified that 1952 entrants "must be of thoroughly seaworthy type, strongly built and rigged, properly ballasted, with enclosed cabins strongly constructed and watertight self-bailing cockpit or flush decks."

The specific requirements for entry, as related to the 1950 Cruising Club of America Measurement Rule, may be obtained from Mr. Ratsey, whose mail address is City Island 64, Bronx, New York.

The 1952 ocean racers will rendezvous at Newport, June 13, at which time the C.C.A. will play host to participating skippers, their crews and guests.

COLONIAL CRUISERS



The new 33 foot Colonial Sport Cruisers are getting an enthusiastic reception beyond our fondest expectations.

The new twin cabin arrangement for the utmost in privacy is highly desirable. The berths for four persons are comfortable and attractive. The large galley has the famous Colonial home-like refrigerator. Locker space is unusually large.

Construction is to old time tradition and heavier than the average. The non-pounding bottom provides exceptional speed with moderate horsepower. Craftsmanship is unexcelled. Finishes are rich and luxurious.

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FOOTER ON THE
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For information, write:

COLONIAL BOAT WORKS, INC.

Drawer 309

MILLVILLE, NEW JERSEY

DOWN EAST

(Continued from page 70)

We hear Edmund Haskins, Saco, who purchased a 42-foot Chris-Craft Commander this year, now is intent on getting a 52-footer. . . . Maine yacht clubs seem to be more active during the past season than in other years. There are many more social gatherings in hotels to talk over the boating fever. It all makes for better business. . . . Al Frost was stunned when a customer wanted to know if his firm was going out of business because a boat auction was scheduled. Al was completely upset. Yes, there was even a big sign and a tent posted at his big Scarborough display plant filled with cruisers, many in storage, the customer continued. Al reached his son, Dick, and the answer. Dick had allowed a community association to use the available grounds for an auction to raise funds for some youngsters. But in the rush of business immediately failed to tell his Dad, who works out of the Portland office. Golly, Al muttered. . .

Harbor Pilot Paul Litchfield, Cape Elizabeth, has just installed a new Palmer engine in his flaming red schooner, smallest of her type in Maine. . . . Capt. H. P. Johnson is back at Balboa to resume his piloting in the Panama Canal. He and his wife and their son, Jimmy, 8, took a busman's holiday to cruise the Maine coast in a chartered schooner, Emily Morgan. Johnson, who comes from an old Washington County (Maine) family attempted to locate some of Mrs. Johnson's family. She's a Portland, Ore., native. They found one direct relative, Lt. Comdr. Harry Small, an English instructor at the Maine Maritime Academy. Johnson's last job before the cruise was to take the battleship Missouri through the canal. He termed it "quite a sight from her bridge with only 9 inches of water on either side because of her great beam." He expects to be back in Maine waters again next summer. . .

Henry R. Hillard, Jr., formerly with a Pittsburgh Steel firm has joined Harry Parker and Dr. William K. Rogers as an

active co-owner of the South Freeport Yacht Basin which has grown tremendously in the past couple of years. . . . Edwards and Walker Company, Portland, old-time hardware firm, largest in Maine, has been named exclusive Maine distributor of Woolsey marine paints. . . . William Raye, Brookline, Mass., and West Boothbay, has purchased the 42½-foot sport fisherman Vicuna from Spencer A. Miller, Newton, Mass., through Boothbay Harbor Boat Sales, Inc. The craft, which bailed from Scituate, Mass., has been renamed Cameo II and will hail from Boothbay. She's powered by two Hall Scotts, 500-h.p. Raye is head of Raytheon Manufacturing Company. SANDERS R. JOHNSON



UNIVERSAL POWERS BASS BOAT



Maneuverability and speed range are the outstanding features of an 18-foot Utility Bass Boat built by Palmer Scott & Company, of New Bedford, Massachusetts, and owned by Dr. Arthur Nilsen, of New York City. The hull is of molded plywood, and a full-length keel protects the propeller in shoal water and facilitates quick turns. A 50 h.p. Universal Super-Four gives it a speed range from 2 miles an hour for continuous trolling up to 22 miles an hour.

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we cannot accept any more orders for delivery before June 1st, 1952 for our 31-ft. STEEL CLIPPER. The demand was so great that we are completely sold out until that time. If interested in delivery after that date, or in our 18 or 23' cruisers, please write to

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BOOTH 121
AT THE SHOW

DOWN TO THE SEA IN QUIPS

You don't have to be a linguist to score high on this quiz. The language of the sea is rugged, terse, picturesque, romantic, poetic, and sharply concise. Because certain expressions are aptly descriptive, you should easily tag them.

A sailor would match each of the expressions below with one of the descriptions. How many can you match up? A score of 13 is excellent; 10 to 12, good; 7 to 9, fair. Correct answers will be found on page 116.

If he gets:

- | | |
|-------------------------|-------------------|
| 1. Cape Horn fever | 8. A reefer's nut |
| 2. Bar bound | 9. A lolloping |
| 3. A cobbling board | 10. Miss Taylor |
| 4. A donkey's breakfast | 11. Polliwogs |
| 5. An Irish hurricane | 12. A reefer |
| 6. A hooker | 13. Baggy wrinkle |
| 7. An ash breeze | 14. Harriet Lane |
| | 15. A camel |

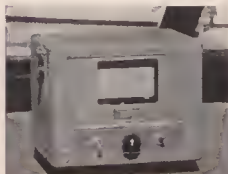
He needs:

- (a) a doctor—(b) green vegetables—(c) a rope's end.
- (a) better weather—(h) to be taken home—(c) a high tide.
- (a) a center board—(h) a polliwog—(c) a head of cabbage.
- (a) shredded wheat—(b) better chow—(c) a mattress.
- (a) a wind—(b) an argument—(c) a ticket.
- (a) a drink—(b) an anchor—(c) a new ship.
- (a) less wind—(b) his ashes hauled—(c) an outboard motor.
- (a) better bread—(h) an eye block—(c) a knot.
- (a) a holystone—(h) a squiggle—(c) a wind.
- (a) a topsail—(b) lucky—(c) wine.
- (a) shellhacks—(b) a tackle block—(c) young frogs.
- (a) a smoke—(b) a rail shortener—(c) a midshipman.
- (a) his pants pressed—(b) his sails laundered—(c) chafing gear.
- (a) canned beef—(b) a chart—(c) a sail.
- (a) a smoke—(b) a floating drydock—(c) a floating stage.

SAM WARD

☆☆☆

DEPTH RECORDER



As a material aid to pleasure boat navigation and to fill the demand for an inexpensive "fish finder" for sport fishermen, Pacific Division, Bendix Aviation Corporation, North Hollywood, Calif., has introduced a

small, efficient electronic depth-recorder which can be easily installed by the owner.


Basically the new Bendix Model DR-10 incorporates elements which have made other Bendix models so successful, yet it's priced at approximately half the cost of other recording equipment. The unit instantly records on a moving strip of paper undercraft conditions as the vessel passes over them. Bottom contour, rocks, reefs, wrecks, as well as schools of sh, kelp, etc., are clearly shown. Used in connection with charts, navigation is easier and more accurate in all kinds of weather. The unit has a range from 0 to 50 fathoms.

There are only two parts to the Bendix Recorder. The recorder unit which weighs 15 pounds can be mounted on a shelf, pedestal or bulkhead in any desired location. The underwater transducer unit may be located inside the hull in the bilge, thus entirely eliminating the necessity of hauling the boat out or cutting a hole through the hull. Model DR-10 will be available for 6, 12 or 32 volt operation and draws approximately 40 watts.

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STORAGE BATTERY MAINTENANCE

(Continued from page 81)

ment to take proper care of them. If they must be stored in a cold place they must be kept fully charged, otherwise they will freeze. A discharged battery will break wide open when subjected to low temperatures. When it is necessary to add water and the batteries are not in a heated place, the water should be added just before the battery is placed on charge. In this way the water will be thoroughly mixed with the electrolyte and the heat of the charge will prevent freezing. The table below gives the freezing points for various specific gravities of the electrolyte.

| Specific Gravity | Freezing Point |
|------------------|----------------|
| 1.100 | 19°F. |
| 1.125 | 13°F. |
| 1.150 | 5°F. |
| 1.175 | 4°F. |
| 1.200 | -16°F. |
| 1.225 | -35°F. |
| 1.250 | -62°F. |

From the above you will readily see that a well charged battery will stand plenty of cold weather whereas a badly discharged one will freeze.

When Your Battery Finally Wears Out

Your battery will finally wear out. This will be indicated by a very low irregular specific gravity reading and the fact that the cells will no longer hold a charge. This condition is also accompanied by a decided increase in the volume of water used. When this comes there is only one recourse and that is to buy a new set. Before replacement have the cells checked by an expert, don't just give them the "deep-six." Even if they aren't any good to you they have a generous trade-in value. If your dealer won't allow you anything on them take them to a junk dealer. An old six volt battery has a junk value of over two dollars. Worth saving?

If you have followed the suggestions above you will find that when replacement time comes that you will have got more out of your batteries and that your boating battery troubles have not lessened.

☆ ☆ ☆

MARINE MOTOR MONITOR

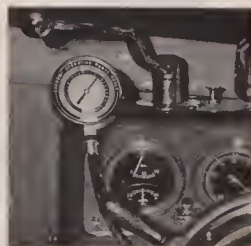
The new Mile-O-Meter Marine Motor Monitor enables the operator of a boat to set his throttles at the most economical position to obtain the greatest economy from each gallon of gasoline under all conditions. The Monitor can be attached in a few moments as most marine engines come

through with a manifold plug which enables the boat owner to make the installation quickly. It can be used to balance a twin-screw installation by using a three-way petcock.

The instrument tells the boat owner when his engine needs attention, such as a retarded spark, a plug not firing, a valve stuck, and many important features.

The Mile-O-Meter Monitor can be attached to the instrument panel with a bracket that can be bent, removed and taken down to the engine compartment for checking the entire engine, such as the intake manifold, the air cleaner, setting the carburetor, checking the plugs, checking the valves, and hosts of other tests.

The Monitor is supplied complete with all fittings and instructions. Manufactured by Gale Hall Engineering, 236 Huntington Avenue, Boston 15, Mass. It is also available at The Crow's Nest, Dept. A, 59 Park Ave., New York 16, N. Y.



ABLE, NEW 25-FT. CRUISER



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SENSIBLY PRICED!

AN IDEA FOR NAUTICAL MUSIC LOVERS

By **COL. J. R. SEWARD**

For a number of years it has been my day-dream to have a boat upon retirement, or any other time that the opportunity presents itself. But so far my boats have been limited to outboards, and those have been few and far between. But the day-dreams have been about a cruiser on which my wife and I can enjoy the pleasures of countless miles of inland and coastal waterways in the Eastern and Southern parts of the United States. Barring unforeseen difficulties, actions taken beginning in January, 1936, should make the dreams a reality before many more years.

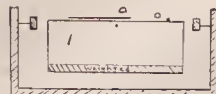
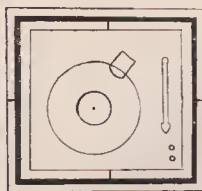
To Enjoy Long Playing Records

One thing this cruiser must have is a means of enjoying the good music now available on long-playing records, to which I have also become addicted. But though I have been an avid reader of *MoToR BOATING* for many years, with a break during wartime overseas service, I have only recently seen any mention of a record player aboard a privately owned boat. This mention was in the May, 1951 issue, and the boat is the all-electric Arol recently completed for Arthur Eggert. Of course if one uses a wire or tape recorder no problem is introduced by the motion of the boat, but it appeared to me that even relatively slight motions would cause the tone arm of a record player to slide across the grooves, particularly of the micro-groove records.

So I wrote to ye Editor of *MoToR BOATING* hoping to find the answer. He was so kind as to refer my letter to the Onan company, who had a hand in the design of the Arol's equipment. They, in turn, notified Mr. Eggert, who was kind enough to give me the information desired. In his case success was achieved by placing the player near the water level of the Arol, which has relatively deep draft for a boat of its size. But we don't all have boats of that size. Personally, all the writer has at the moment is a model of the hull he plans to own. And what about those who have boats of little draft? Will not the rolling motion imparted by high-spirited guests or other craft passing rapidly while we are at anchor cause us trouble in our attempt to enjoy music?

Mount Mechanism on Gimbals

One evening a couple of months ago, while engrossed in another copy of *MoToR BOATING*, the thought struck me that such a feat could be accomplished by mounting only the record playing mechanism (the turntable mechanism) in gimbals. Of course gimbals used for this purpose would have to be finely machined, or preferably, small ball bearings should be used at the pivots. The central part need not be round as we usually see it in a compass mounting, nor need the outer part, as long as the pivot axes are at the usual 90 degrees to each other. To make the player table as stable as possible sufficient weight would have to be slung below the player to keep it steady, this weight to be rigidly attached to that part of the device carrying the player mechanism. Of course it is



Record Player On Gimbals

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See your Broker or Agent

Winter Cruising in Florida

not expected that this device could be used while in choppy water as the boat's motion would probably be too quick, or too great, for the response of the weighted turntable platform. But then this again depends on the size of the boat.

The electric leads, one pair to supply power to the turntable motor, the other pair to the pick-up in the tone arm, should be of very flexible wire and mounted with sufficient play to allow the player to move freely through any distance necessary in normal use. The electric leads from the player would go to the amplifier or to the regular receiver aboard the boat, provided this receiver was equipped with the necessary terminals for a player mechanism. Any decent receiver can be tapped by a radio service man to provide such terminals.

Speaker In Separate Cabinet

My own record playing device is one assembled from parts bought wherever I could obtain those prescribed for a high-fidelity reproducing mechanism. The player is mounted in a clear plastic box mounted on a plywood frame which, in turn, is kept in proper alignment by a couple of dowels which slip easily into the top of a special table. This table holds the amplifier on a shelf just below the player mechanism. Next below is a space for records. The speaker is in a separate cabinet at the end of about 30 feet of line, enabling us to place it wherever we wish in the house. The same trick could be used on any boat, or the speaker can be mounted in a bulkhead, which would serve as an excellent baffle to improve the quality of reproduction. Easy movement of these various components is provided by coupling them with phone type jacks, so they can be handled separately in smaller and lighter pieces than if all were permanently joined.

REDUCE NUMBER OF ENGINE PARTS

A four-year program by the Corps of Engineers on standardizing high-mortality industrial gasoline engine parts used by the Army, Navy and Air Force is nearing completion, the Department of Defense has announced.

Lieutenant General Lewis A. Pick, Army Chief of Engineers, said the program is being accomplished within the limits of available machine tools and current engine designs. Maximum interchangeability of parts is also being achieved.

A Munitions Board advisory committee made up of top industrialists charted the development of the program. The industrial engine program was assigned to the Corps of Engineers and 149 engine manufacturing firms were surveyed in an investigation covering gasoline, four-cycle, air- and water cooled engines with cylinder bore ranges of 2 $\frac{1}{8}$ inches to 4 $\frac{1}{2}$ inches.

The survey disclosed 138 different engine models being produced in that range with 15 different cylinder bore diameters. They required 1,187 different high-mortality, fast moving parts. These 15 bore sizes were reduced to five basic sizes in a range of 3 to 4 inches. Additional studies of the five sizes revealed the number of parts could be potentially reduced to a family of 63 parts.

The program for industrial engines was directed by the Engineer Research and Development Division, Office, Chief of Engineers, through the Engineer Research and Development Laboratories at Fort Belvoir, Virginia.

The Munitions Board and the Corps of Engineers will issue invitations in the near future to all engine and engine parts manufacturers to attend a meeting at which the implementation of the program will be explained.

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On Captain Drake

From William T. Murnan, Skipper of the yacht *Seven Seas II*, we recently received this interesting letter, which we reprint practically in full

Editor, *Motor Boating*,
Dear Sir:

Just to keep the record straight I want to give you some information that I think you lack. At the present moment I am sailing between Rodrigues Island in the southern Indian Ocean in my little 30-foot yawl *Seven Seas II* bound for Lorenzo, Mozambique, Portuguese East Africa. I have owned a copy of your *Piloting, Seamanship and Small Boat Handling* for many years and I have used it for a text book many times to teach embryo yachtsmen the proper handling of their boats. But today I just happened to be looking up some information that I notice you do not give, viz. the proper length of a rope to use on a sea anchor. As I was perusing through and enjoying some pictures from home I happened to come across a picture on page 152 of my old friend Cap. Thomas Drake and his Progress. His name was Thomas, not Francis. (Correct in later editions—Ed.) The caption under the photo was "Good seamanship on the part of Captain Drake took his Progress safely around the world. Now I don't want to belittle old Capt. Tom as he was a fine old chap and one of the best friends I ever had but, as I said before, let's keep the record straight because lots of people use your books to check up on historical items.

First of all Capt. Drake never did sail a small boat around the world. The only time he ever went around the world was in 1935 and that was on the steamer. In fact I was in Panama at the time with my first *Seven Seas*, when he came in and found me there. He stayed two weeks with me till the next Panama Pacific ship came so he could resume his voyage.

Drake's First Boat

His first boat was named *Sir Francis*. As I remember, he left the Pacific Coast on a proposed trip around the world, but he was unfortunate enough to lose it on the coast of Mexico some place, and got in a lot of trouble with the Mexicans that trip. Then he went back and got another boat and called it *Sir Francis II*. In that one he started out again and got as far as Cape San Antonio, the western end of the island of Cuba.

So back to the Pacific Coast again, and he got another boat and called it *Pilgrim*. In this one he made his longest voyage. He went down the west coast to the canal, then up the east coast and across the Atlantic Ocean to England. He had always wanted to go there because he had a lot of relatives there. He originally came from Wales himself. After visiting there, he was going to resume his trip around the world.

The weather looked bad so he was warned not to take off across the channel, but he did not heed the warning and took off. A few days later he was wrecked on the coast of Holland; that was the end of *Pilgrim*.

The Scow Ladybird

Back to the Pacific Coast again. The next time I saw him he was the proud owner of *Ladybird*. She was a mortar box model. Just a sailing scow like they used years ago on the Sacramento River. Square on both bow and stern. He was lying at Pier 8 in Seattle. I went on board, and after looking it all over, I said, "For God's sake, Tom you ain't going to go to sea in this thing, are you?" His reply was "No, I am done going to sea," I said, "Captain, you will never be done going to sea. You are going to keep at it till the sea claims you." If you had ever had a look at that, you really would have seen a yacht. The masts were just peeled poles with all the kinks and bumps on them, but he did have a good suit of sails that his good friend George Broome, Sailmaker had given him. His rigging was just a bunch of 1x7 guy wire that they use on telephone poles and just little light 3/4-inch manila lanyards on them through screw eyes in the deck. No eye bolts, but just common galvanized screw eyes; his cabin was just sort of wrapped in canvas and his steering device was suitable for a ten-foot boat.

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Tom Gets Another Boat

Well, I did not see him for several months and when I did he was all hopped up again and said that he was going to go cruising again and he wanted me to come and tell him what I thought of her. Well, it was a good strong hull and of course, as a lot of us know, poor Captain Tom was pretty old and crippled up so that he had to use a cane to get around. He told me that he had made a deal with this man that he had working for him that when he would complete the new boat, Tom would give him the hull of old Ladybird in exchange for his labor. So when the new boat hit the water Captain Tom transferred every movable thing out of the old Ladybird onto the new boat; that included the crooked masts and even the haling wire rigging and all.

Progress Goes to Sea

So Captain Tom called his new boat Progress and down the coast he went to Frisco. From there he went to Honolulu and back to Seattle. On arriving in Seattle that time he had to go to the Marine Hospital because his arm was in bad shape from a kick he got from his undersized steering wheel in a rough sea off Cape Flattery.

I was just finishing the construction of the old Seven Seas so he came out and spent a lot of time with me. Knowing how careless he was with everything, I scolded him about his steering gear on the Progress because he had a big heavy outboard rudder and on the head he had a piece of $\frac{1}{4}$ by $1\frac{1}{4}$ strap iron thwartship about 16 inches long. On either end he had a little japanned iron pulley with his tiller ropes made fast and they were only $\frac{1}{4}$ inch sashcord. These led through other little iron pulleys to the steering wheel, about 12 inches in diameter to the outside of the spokes.

Just imagine a rig like that for a heavy double-ended schooner about 38 feet long. Also I scolded him about his habit of running without any lights when he was at sea, but he said in response to all my warnings, "An Englishman was never born to be drowned." Well, when I launched my boat

and took off, Tom laid up the Progress, that is, when he made his trip around the world on the steamers.

After leaving him in Panama in 1935 I never saw him again alive, but we corresponded all the time and I think it was the spring of 1937 that I got my last letter from him. He was in San Francisco and heading south. He said he was not sure just where he was headed, either Panama or Honolulu. He said it did not make much difference because he had lots of friends in both places. That is the last any of us ever heard of old Tom. Off Monterey, California, some time later some wreckage was found that they thought was part of the Progress, and after the passing of many months we all gave up ever seeing him again.

Tribute to "Captain Tom"

The following year the Aeolian Yacht Club of Alameda got a fleet of boats together one Sunday and with some floral tributes aboard they cruised out to the Farallon Islands and cast them into the sea in memory of old Captain Thomas Drake. He was much loved by all of us as he was a real son of the sea and no fourflusher, so I know that he will appreciate my setting the record in order.

Tom will go down in small boating history as one of the finest old men who ever dipped an oar in the water or ever trimmed a sheet. He only had one fault and that was to laugh at danger and that takes guts. He used to always razz me because I am just the opposite. I want everything perfect before I go to sea. That is why I always build my own boats and never allow anyone to even help me on any of the important parts. My motto is that if I am going to go to sea, I want to be sure and I don't trust anyone to do anything for me. That shows that I am more of a coward than old Captain Tom was.

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Sincerely yours,

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FRANK WIGGLESWORTH

Frank Wigglesworth, of Harvard, Mass., a pioneer in the development of outboard racing, died at his home on November 11 at the age of 58.

It was some twenty years ago that Mr. Wigglesworth first became interested in outboard racing, long before the sport had developed nationally. Through his efforts organized racing was extended throughout New England under the auspices of the New England Outboard Association, which he organized. The Boston to New York Outboard Race was Mr. Wigglesworth's idea and this race, held at the very beginning of outboard racing, was the first and only ocean marathon for outboards ever held.

Mr. Wigglesworth attended Milton Academy and was graduated from Harvard in 1915. He was commissioned in Naval Aviation in the First World War and subsequently was in the radio department at M.I.T., and his work in that field made him one of the pioneers in commercial radio in Boston. Later he became head of the art department in the Cambridge School, Kendal Green, and more recently in the Remedial School of Lesley College. Mr. Wigglesworth's interest in the problems of exceptional children made him a well-known figure in research fields of secondary education.

ROD STEPHENS WINS CONTEST

Roderick Stephens, Jr. of Sparkman and Stephens, Naval architects, New York City, was recently announced the winner of an unusual Seamanship Contest sponsored by the Raytheon Manufacturing Company of Waltham, Mass.

Mr. Stephens was presented with a Submarine Signal Fathometer Cadet, a new echo depth sounder recently developed by Raytheon. The presentation was made by James J. Tynan, manager of Commercial Sales for Raytheon Manufacturing Company, at a dinner held at the Downtown Athletic Club.

The contest posed a series of difficult situations and emergencies at sea which tested the ingenuity and resourcefulness of every yachtsman who submitted solutions.

Among the situations submitted were: what to do when a man is swept overboard in a gale at night from a 50-foot schooner equipped for ocean racing . . . what to do when the mast snaps, or a rudder breaks . . . how to guard against explosions and fires at sea and what to do when they do occur. These and other complex navigation problems proved irresistible to yachtsmen who feel they know what to do in emergencies and how to do it.

☆☆☆

ANSWERS TO SEA QUIPS

(See Page 110)

- (c) Cape Horn fever is a feigned illness of malingerers.
- (a) he is held in port by heavy seas on the bar.
- (b) an implement of punishment used by "Shellbacks" on the "Polliwogs" when crossing the line.
- (c) straw-filled mattress.
- (a) an Irish hurricane is a calm.
- (c) a colloquial expression for an old ship.
- (c) progress made with oars in a calm.
- (a) the hard center core of ship's bread.
- (c) becalmed.
- (c) Mistela wine from Spain.
- (a) those who have not crossed the line are hazed by the "Shellbacks."
- (c) a midshipman.
- (c) chafing gear.
- (a) canned beef.
- (c) a floating stage.

Authority—Bradford's "Sea Terms" and others.



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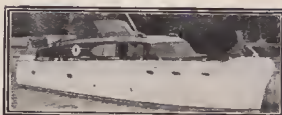
42' DOUBLE CABIN CHRIS CRAFT, 1940, Twin 120 HP engine. Sleeps 6. Electric toilets; S/S; Synchronizers; fully equipped and in fine condition throughout. **TRY \$11,000.**

44' T. S. ELCO SEDAN, 1942, Chrysler Royals, 1918. Sleeps 5. S/S; shower, H/O water, etc. toilet; gen., etc. **BARGAIN, \$14,500.**

45' CONSOLIDATED, 1938, Twin Chrysler Majorette, 1951, Flybridge, fishing chairs, S/S; generator, etc. **OFFER CONSIDERED.**



38' MATTHEWS SPDRT FISHERMAN, 1937, Twin Crowns, 1919. Sleeps 4. Pulpit, fish box, dinghy & davit, searchlight, airfoam mattresses. Beautiful condition throughout. **ASKING \$8,000.**



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#696—50' Diesel Motor-Sailer, ketch rigged, built 1938, sleeps 6, 1945 G. M. 6-71 diesel motors, sail area 790 sq. ft., tile bathroom, carpets, full size double bed in Masters Cabin, 10 ft. main cabin, ideal for year round living or extended cruises, built for open water, layout will please the lady. Priced to sell.

#699—34' Alden Aux. Sloop, built 1945, keel, sleeps 4, headroom 6'3", fully found, a smart cruising vessel, in excellent condition.

#710—56' Blue Water Aux. Ketch, Marconi rigged, sleeps 6, Medal Winner for transatlantic crossing, safe, fast, comfortable, and easily handled.

#549—42' Ralph Wiley 1937, Motor-Sailer, ketch rigged, sleeps 6, 500 miles cruising radius, complete inventory, ready to cruise.

#715—24' Shoal Draft Aux. Sloop C.B., ratsy sails, fully found.

#711—32' Hubert Johnson 1938, Twin Screw Sea Skiff Cruiser, beautiful condition, many extras. Priced to sell.

#709—33' 1950 Chris-Craft, Twin Screw Delux Sedan, speed to 22 mph, S-to-S phone, large inventory, new boat condition. Attractive price.

#714—40' 1941 Chris-Craft, Twin Screw, double cabin Cruiser, flying bridge, dual controls, Twin 1948 Chrysler Royal Motors, beautiful condition, attractive price.

If you have a boat to sell, we will appreciate you listing her with us. There is not any charge unless we find you a buyer.

WHEN HURRICANES THREATEN

Those readers who were interested in my article, *When Hurricanes Threaten*, in the June 1951 issue of *MoTOR BOATING*, may welcome a few brief remarks regarding the peculiar behavior of the 1951 hurricane that threatened us October 2-6.

This, the eighth twister of the season, raked Miami and the Florida Keys, October 2, and then started to move inland near Fort Myers.

Then on the evening of the third, we read of how it had swept across Florida, doing over \$2,000,000 damage, and into the Atlantic with increasing fury. Storm warnings were ordered up from Cape Hatteras to the Virginia Capes, but it was pushing into the edge of a high area to the north which I knew it could not pass.

On October 3, 4, and 5, this vicious low slowly followed the high northward and finally swirled out to sea, 150 miles southeast of Nantucket, and New Englanders breathed easier after four days of worry.

Many probably wondered why this hurricane kept at a rather even distance from land all the while, doing no coastal damage.

In the absence of actual knowledge of the conditions at sea, beyond the areas covered by the daily weather maps, my guess is that the low punched a dent into the high, from which it could not escape, either toward land or seaward, as the hurricane of September 14, 1945 was trapped. (See page 106, June 1951 issue of *MoTOR BOATING*.)

H. F. THOMAS

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On-the-job training in the operation and maintenance of Diesel engines offered by the Detroit Diesel Engine Division of General Motors has now been made available to Diesel owners and operators in practically all parts of the North American Continent.

The newest addition to the fleet of mobile training schools originally sponsored by the Division has just been dispatched to its first assignment near Alberta, Canada. Another unit recently installed in Mexico is ready to start training Diesel men south of the border. These new additions bring the total number of mobile Diesel Training Schools operated by General Motors to a total of nine units.

T. L. Guarniere, service training director of Detroit Diesel, said owners and mechanics in the United States have been quick to realize the advantages of this practical Diesel training. Over 10,000 men in boating, fishing and other fields have already attended the schools. The schools have been held in the field on projects where Diesel-powered equipment is being operated and also in the establishments of GM Diesel and GMC truck distributors and dealers throughout the country. The training course is open to Diesel engine owners and operators upon application to Detroit Diesel's distributors and dealers and GMC truck dealers. The course offers practical knowledge and proper servicing techniques on GM Diesel engines and is designed to help owners and operators get maximum efficiency out of their units. It also keeps them up to date on the latest in approved GM Diesel maintenance and operating procedures.

TREATING OPEN SEAMS

Here's a tip, based on the experience of Bill John of Milton Point Shipyard, Rye, N. Y., which has been used successfully in treating open seams. It is important to do the work immediately before the boat dries out, also before cold weather.

The following procedure is suggested. The seam should be opened to a depth of 1/4 inch in V shape 3/16 inch wide at the surface. U. S. Plywood Weldwood glue, mixed with reasonably fine mahogany sawdust, should be applied in the morning so as to get at least four hours' drying in temperatures not below 60 degrees. An over-abundance of the combination of the glue and sawdust should be inserted in the seam to allow for settling. When dry, it should be rubbed down with an electric sander.

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- 40' Chris-Craft Flybridge, Twin 1950 145 H.P. Extras.
- 35' Elco 1948 Sedan, Twin Chrysler, Extras.
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Of McToR BoatCo., published monthly at New York, N. Y., for October 1, 1951.

1. The names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, Hearst Magazines Inc., 959 8th Ave., New York 19, N. Y.; Editor, C. F. Chapman, 572 Madison Ave., New York 22, N. Y.; Managing editor, None; Business manager, C. F. Chapman, 572 Madison Ave., New York 22, N. Y.

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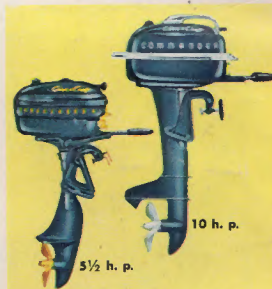
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